

**Improvements to Perkins Road (LA 427)
Segment 1 Siegen Lane to Highland Road
FINAL
Noise Technical Report
JANUARY 2016**



**Improvements to Perkins Road (LA 427)
Segment 1 Siegen Lane to Highland Road
Stage 1 - Environmental Assessment
East Baton Rouge Parish, Louisiana**

CITY PARISH PROJECT NO. 12-CS-HC-0015

TABLE OF CONTENTS

1.0	Overview of Noise Analysis	5
2.0	Description of the Proposed Project and Alternatives.....	5
3.0	Land Use	6
4.0	Fundamentals of Sound and Noise.....	7
5.0	Noise Abatement Criteria	7
6.0	Noise Level Measurements.....	10
7.0	Existing Noise Environment	10
8.0	Noise Level Predictions	13
9.0	Traffic Data	14
10.0	Noise Analysis Results	16
11.0	Summary of Traffic Noise Impact Results	20
12.0	Analysis of Potential Traffic Noise Mitigation Measures	20
13.0	Construction Noise	37
14.0	Statement of Likelihood.....	38
15.0	Conclusion	39
16.0	References.....	40

TABLES

Table 1	LADOTD Noise Abatement Criteria	9
Table 2	Existing Ambient Noise Levels	11
Table 3	Model Validation Results	12
Table 4	Posted Speed Limits	14
Table 5	Traffic Data	14 - 16
Table 6	2035 Build Alternatives Measurement Site Model Results	17
Table 7	Summary of Traffic Noise Impacts	20
Table 8A	Barrier Noise Reduction Table – Site 6 (Alternatives 2B and 3)	23
Table 8B	Barrier Analysis Summary – Site 6 (All Alternatives)	24
Table 9A	Barrier Noise Reduction Table – Site 7A (All Alternatives)	25
Table 9B	Barrier Analysis Summary – Site 7A (All Alternatives)	26
Table 10A	Barrier Noise Reduction Table – Site 8A (St. Alban’s to Pecue – All Alternatives)	28
Table 10B	Barrier Analysis Summary – Site 8A (St. Alban’s to Pecue – All Alternatives)	29
Table 11A	Barrier Noise Reduction Table – Site 8B (Ruelle de Grace to St. Alban’s – Alternatives 2B and 3)	31
Table 11B	Barrier Analysis Summary – Site 8B (Ruelle de Grace to St. Alban’s – Alternatives 2B and 3)	32
Table 12A	Barrier Noise Reduction Table – Site 8C (Notting Hill to Ruelle de Grace – Alternatives 2B and 3)	34
Table 12B	Barrier Analysis Summary – Site 8C (Notting Hill to Ruelle de Grace – Alternatives 2B and 3)	34
Table 13A	Barrier Noise Reduction Table – Site 11 (All Alternatives)	35
Table 13B	Barrier Analysis Summary – Site 11 (All Alternatives)	36

FIGURES

- Figure 1 Study Area
- Figure 2 Land Use
- Figure 3 Alternative 1A Layout (4 sheets)
- Figure 4 Alternative 2B Layout (4 sheets)
- Figure 5 Alternative 3 Layout (4 sheets)
- Figure 6 Noise Measurement Sites
- Figure 7 Alternative 1A 2035 Noise Receptors (4 sheets)
- Figure 8 Alternative 2B 2035 Noise Receptors (4 sheets)
- Figure 9 Alternative 3 2035 Noise Receptors (4 sheets)
- Figure 10 Proposed Noise Barrier Locations for Sites 6, 7A, 8A, and 8B
- Figure 11 Proposed Noise Barrier Location for Site 11

APPENDICES

- Appendix A** *Protocol for Noise Technical Analysis: Improvements to Perkins Road (LA 427) Segment 1 Siegen Lane to Highland Road (August 2014)*
- Appendix B** Field Measurement Data Sheets
- Appendix C** Meter Calibration
- Appendix D** TNM Input Parameters and Results
- Appendix E** TNM Predicted Noise Level Results

1.0 Overview of Noise Analysis

The East Baton Rouge Parish Department of Public Works and Louisiana Department of Transportation and Development (LADOTD) are proposing the construction of improvements to the LA 427 (Perkins Road) Segment No. 1 between LA 3246 (Siegen Lane) and Highland Road in East Baton Rouge Parish in Baton Rouge, Louisiana. The Study Area is presented in **Figure 1**.

A noise analysis for the proposed project was conducted to address FHWA and LADOTD requirements for assessing noise impacts of transportation projects. The objectives of the noise study were to:

- Identify potential noise-sensitive receivers that may experience noise impacts from the proposed project and characterize the existing ambient noise environment in the vicinity of these receivers;
- Predict existing and future noise levels and associated noise impacts of the proposed project;
- Determine if there are any feasible and reasonable noise abatement measures that would eliminate or reduce identified noise impacts; and
- Satisfy the requirements of Title 23 of the Code of Federal Regulations Part 772 (23 CFR Part 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and the LADOTD *Highway Traffic Noise Policy* (July 2011).

The 66 and 71 decibel noise impact distances were estimated for planning and illustrative purposes. These noise levels represent noise impact thresholds for different land use activities in the Study Area as explained in Section 5 - Noise Impact Criteria. Additionally, all structures within the Study Area were evaluated for noise impacts. Land use in the Study Area was identified from aerial photographs in combination with field surveys. Distances from the proposed project to noise impact distances and structures were determined from aerial photographs and are, therefore, approximate.

2.0 Description of the Proposed Project and Alternatives

Three build alternatives are under evaluation for the proposed improvements to Segment 1 of Perkins Road. Improvements to Segment 1 include widening Perkins Road (LA 427) from approximately 1,200 feet west of the Siegen Lane intersection eastward to Highland Road, a distance of approximately 3.4 miles (East Baton Rouge Parish, Department of Public Works, July 13, 2013).

The No-Build Alternative would leave the Perkins Road corridor as it exists; no reconstruction or improvements would be undertaken. Only minor repairs and routine maintenance would be performed. This alternative would not alleviate deficiencies in the existing and projected

operational capacity resulting from changes in traffic demand, nor safety deficiencies associated with traffic growth. Noise Impacts were not assessed for the No-Build alternative.

Alternative 1A - This alternative has a 16' wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000' east of Siegen Lane where the centerline of the alignment shifts to the north side of existing Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until approximately 1500' west of the Pecue Lane intersection (near St. Alban's Drive) where the alignment shifts back to the south to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts north of existing Perkins Road. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. The Alternative 1A layout is shown in **Figure 3**.

Alternative 2B - This alternative is centered on existing Perkins Road between Siegen Lane and Pecue Lane and transitions from a 16' wide median in the commercial area near Siegen Lane to a 30' wide median just west of Conti Drive. The median remains 30' wide as it passes through Pecue Lane, and then it transitions back to a 16' wide median approximately 400' before La Crete Lane. From here, Alternative 2B follows a very similar alignment to Alternative 1A before connecting to Highland Road. In total, Alternative 2B uses the 16' median just over 50% of the corridor, maintaining a fair balance between Alternative 1A and Alternative 3. The Alternative 2B layout is shown in **Figure 4**.

Alternative 3 - This alternative has a 30' wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000' west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts north of existing Perkins Road. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. The Alternative 3 layout is shown in **Figure 5**.

3.0 Land Use

Land use within the Study Area was assessed using up-to-date land use activity data obtained from the City Parish Planning Commission, delineated in accordance with the Unified Development Code as shown in **Figure 2**. The Study Area is completely urbanized west of Pecue Lane with a mix of residential, commercial and undeveloped areas between Pecue Lane and Highland Road. The predominant land use within the Study Area is residential (primarily single-family and multi-family residences), with commercial land uses (shopping, business, or

trade activities) concentrated near the Siegen Lane intersection on both the north and south sides of Perkins Road. Several subdivisions of single-family residences are located north and south of Perkins Road, including Village St. George and Jamestown at Old Perkins. Brec Meadow Park and the Brec Gentilly Court Park are located north of Perkins Road near Siegen Lane.

4.0 Fundamentals of Sound and Noise

Sound is the vibration of air molecules in waves. When these vibrations reach a person's ears, sounds are heard. Noise is defined as unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These "A-weighted" sounds are measured using the decibel unit dBA. Because the dBA is based on a logarithmic scale, a 10 dBA increase in sound level is generally perceived as twice as loud, while a 3 dBA increase is just barely perceptible to the human ear.

Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor is L_{eq} , which represents the equivalent of a steady, unvarying sound level over a defined period of time containing the same amount of sound energy as the time-varying sound generated over that same time period. $L_{eq(h)}$ is an equivalent sound level averaged over a time period of one hour. For highway projects, the $L_{eq(h)}$ is commonly used to describe traffic-generated noise levels at locations of outdoor human use and activity.

5.0 Noise Abatement Criteria

Highway noise abatement criteria are documented in the LADOTD *Highway Traffic Noise Policy* (July 2011). Traffic noise impacts are defined in 23 CFR Part 772 as "impacts which occur when the predicted traffic noise levels approach or exceed the Noise Abatement Criteria (NAC), or when the predicted traffic noise levels substantially exceed the existing noise levels." When either or both of these conditions are predicted to occur, measures to mitigate adverse noise impacts must be evaluated for feasibility and reasonableness. All states DOTs were required by FHWA to establish a definition of "approach" that is at least 1 dBA less than the NAC for use in identifying traffic noise impacts in traffic noise analysis. The LADOTD has defined "approach" to be 1 dBA less than the FHWA NAC. LADOTD also has defined a substantial increase in traffic noise levels to be 10 dBA or more.

The FHWA established noise abatement criteria based on land use or activity category, allowing states the ability to establish their specific noise abatement criteria in compliance with 23 CFR Part 772. The LADOTD noise abatement criteria are listed in **Table 1** and represent the absolute

levels at which abatement must be considered. The Category A criterion applies to tracts of land for which the preservation of serenity and quiet are of paramount importance. The Category B criterion applies to exterior areas on residential properties. The Category C criterion also relates to exterior noise levels applied to noise sensitive activities such as hospitals, libraries, churches and schools. The Category D criterion is an interior noise level that applies to noise sensitive activities such as hospitals, libraries, churches and schools. The Category E criterion applies to exterior conditions on commercial properties. The Category F and Category G criteria require no consideration for noise impacts or abatement based on the LADOTD noise policy.

Table 1
LADOTD Noise Abatement Criteria^{1,2}

ACTIVITY CATEGORY	ACTIVITY LEQ (H)	EVALUATION LOCATION	ACTIVITY DESCRIPTION	IN LOUISIANA, IMPACT OCCURS WHEN NOISE LEVEL <u>IS EQUAL TO OR GREATER THAN</u> THE VALUES BELOW*
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	56
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	66
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities).	66
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	51
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).	71
F	-----	-----	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.	n/a
G	-----	-----	Undeveloped lands that are not permitted.	n/a

*These values are consistent with the FHWA's requirement for consideration of traffic noise impacts 1 dBA below their noise abatement criteria.

- Notes: (1) Source: *LADOTD Highway Traffic Noise Policy* (July 2011).
 (2) These criteria are consistent with the FHWA Noise Abatement Criteria (23 CFR Part 772) allowing for a definition of "approaching" the NAC as being 1 dBA below the NAC.

6.0 Noise Level Measurements

Ambient noise measurements were performed following procedures outlined in the report *Measurement of Highway-Related Noise* (FHWA, 1996). Existing ambient noise levels were measured on September 4-5, 2013 at a total of nine sites that are identified in **Figure 6**. The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the build alternatives. The noise measurement methodology is detailed in the *Protocol for Noise Technical Analysis: Improvements to Perkins Road (LA 427) Segment 1 Siegen Lane to Highland Road (Appendix A)*.

Noise measurements were conducted using a Quest Model 2900 Type 2 Integrating/Logging Sound Level Meter (ANSI S1.4-1983, IEC 651-1979, and IEC 804-1985). The meter continuously measures the ambient noise level and integrates these values into an equivalent sound level for the duration of the reading. Each measurement was conducted for a minimum of 20 minutes on a weekday (Monday – Friday) during the evening peak traffic period (between 4:00 P.M. and 6:30 P.M.) and one measurement was conducted during the morning peak traffic period (between 7:30 A.M. and 8:00 A.M.). Traffic counts were taken concurrent with the noise measurements. Statistical summaries of the ambient noise levels were printed out after each 20-minute measurement. The summaries include the $L_{eq(h)}$ in dBA. Copies of the printouts for each measurement site are included in **Appendix B**. The meter was laboratory calibrated on August 22, 2013 (see **Appendix C**). The calibration of the meter was checked using a field calibrator prior to and following the measurements performed at each site.

7.0 Existing Noise Environment

The Planned Unit Development, Jamestown at Old Perkins, was considered a potential noise sensitive receiver as part of this evaluation since the development was planned/platted/approved and under construction during the time of the field measurements. This development consists of residential and commercial uses on Perkins Road near Pecue Lane. There are no other planned developments that are platted, approved, and/or permitted at the time of this analysis.

The noise levels measured at the ambient noise measurement sites are summarized in **Table 2**. Note that noise measurements were not conducted at Sites 10 and 11 as these locations were added after the field noise measurement program was concluded.

Table 2
Existing Ambient Noise Levels

Measurement / Analysis Site	General Location and Land Use	Measured Noise Level $L_{eq(h)}$ (dBA)
Site 1	Private residence at 13246 Perkins Road, representative of a cluster of three private residences on the south side of the road to the west of Mullen Drive.	70.4
Site 2	Commercial property at 13168 Perkins Road on the north side of the road to the west of Meadow Park Avenue.	71.9
Site 3	Private residence at 13346 Perkins Road, representative of a cluster of four residences on the south side of the road, east of Mullen Drive and west of Potwin Drive.	68.2
Site 4	Private residence at 13712 Kenner Avenue, representative of a group of 12, two-unit residences on the north side of Perkins between Metairie Drive and Orleans Drive with rear property lines that abut the Perkins Road right-of-way.	67.5
Site 5	Private residence at 13925 Perkins Road on the south side of the road, one of a group of relatively widely-spaced residences in this locale.	64.1
Site 6	Private residence at 14314 Perkins Road on the corner of the exit driveway from the Brookhollow Glen subdivision.	63.4
Site 7	North side of Perkins Road at the site of the planned Jamestown at Old Perkins Planned Unit Development.	67.4
Site 8	Private residence at 15009 Via Horti Court whose rear property line abuts the south side Perkins Road right-of-way, one of three residences that abut Perkins Road as a walled community.	59.3
Site 9	Private single-family residence at 15300 Perkins Road on the south side of the road east of the Pecue Lane intersection.	59.5
Site 10	Commercial Property located at 16016 Perkins Road consisting of an interior décor and antiques with outdoor garden statuary display with some nearby homes to the east set back from the roadway.	Not measured
Site 11	Private single-family residence located at 17510 Pecan Shadows Drive that back up to Perkins Road and that is representative of the residential development along Five Oaks Drive and Pecan Shadows Drive.	Not measured

The ambient noise levels measured at Sites 1 through 9 are representative of the structures within the Study Area. Generally, the structures in the Study Area consist of single and multi-family residences, businesses, and a fire station. The lowest existing measured noise level in the Study Area was 59.3 dBA and the highest measured noise level was 71.9 dBA. Of the nine measurement sites, four residences and one business were identified that have existing noise levels that approach or exceed applicable NAC (Site 1, Site 2, Site 3, Site 6, and Site 7).

Existing exterior noise levels at structures in the vicinity of the proposed build alternatives were modeled using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5) in order to validate the model. Data for the existing roadway network was used as part of this validation. The model was assumed validated when the model results were within 3.0 decibels of the field measurements taken at each of the corresponding nine locations. The results of the model validation are presented in **Table 3**. The validated model was used as the basis for the 2035 No-Build Alternative model.

**Table 3
Model Validation Results**

Measurement/ Analysis Site	Measured Noise Level Leq(h) (dBA)	Existing Condition Model Results (dBA)	Difference (dBA)
Site 1	70.4	69.6	-0.8
Site 2	71.9	69.4	-2.5
Site 3	68.2	68.0	-0.2
Site 4	67.5	64.9	-2.6
Site 5	64.1	61.6	-2.5
Site 6	63.4	65.7	2.3
Site 7	67.4	66.7	-0.7
Site 8	59.3	60.0	0.7
Site 9	59.5	58.9	-0.6

8.0 Noise Level Predictions

Noise levels were predicted at 204 modeled receiver locations for the existing year (2015), for the No-Build Alternative (2035), and the three Build Alternatives (2035) using the FHWA Traffic Noise Model, Version 2.5 as required by FHWA and LADOTD policy. Modeling results are based on several factors that affect noise levels, including traffic volumes, vehicle mix, operating speeds, and intervening terrain. The assumptions utilized during the noise modeling process are briefly described below:

- All coordinates utilized were in the Louisiana State Plane Foot, La. South NAD 83 coordinate system.
- TNM roadway input assumptions:
 - Each roadway centerline represented a minimum of one travel lane in each direction.
 - Pavement widths were approximated based on planned roadway cross-sections and include paved shoulders, if any.
 - For noise analysis purposes, proposed roadway elevations were obtained from provided roadway profile drawings.
 - Existing and projected peak hour traffic volumes, expressed in vehicles per hour, were derived from the *Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study* (March 2013). Vehicle classification data were also obtained from the *Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study*. The hourly traffic was assumed to represent the peak noise hour with volumes at, or near, peak hour traffic levels, with vehicles moving at the posted speed limit.
- TNM receiver input assumptions:
 - Receiver heights were assumed to be five feet above existing ground elevation.
 - Only external ground-level receivers, representing locations of frequent outdoor human use or activity, were considered. Receiver locations were approximated based primarily on review of available GIS data, aerial photography, and approved site plans. Planned, designed, and programmed developments that would influence the analysis through the addition of a substantial number of noise-sensitive receivers were considered.

The location of noise contours associated with Perkins Road was estimated using point receiver locations incorporated into the model. Noise contours were determined for 66 dBA and 71 dBA noise levels for planning purposes only. These noise contours were incorporated into GIS for the build alternatives and were used to aid in illustrating the predicted noise impacts in the Study Area. Additionally, the locations of sensitive receivers throughout the Study Area were incorporated into the model. The predicted noise levels at the identified receiver locations were utilized to determine noise impacts.

Note that structures located the same distance from the highway may have different estimated noise levels due to differences in ground cover, intervening terrain, and the presence of buildings located between the highway and the structures. Noise barriers were modeled at locations within the study area where existing fences and decorative walls are also serving as noise barriers.

9.0 Traffic Data

FHWA requirements dictate that the traffic factors that would result in the worst hourly traffic noise impact on a regular basis for the design year must be used in evaluating noise impacts. The evening peak hour traffic volumes and vehicle classifications utilized for the highway noise analysis were obtained from the *Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study* (March 2013).

Future traffic composition for the No-Build Alternative and build alternatives was assumed to include three vehicle classes: passenger vehicles, medium trucks (generally trucks with two axles with a gross vehicular weight between 9,900 and 26,400 pounds), and heavy trucks (trucks with three or more axles and generally a gross vehicular weight of more than 26,400 pounds). Existing posted speed limits for the Study Area roadways were also utilized in the noise model for both existing conditions and the design year 2035, as identified in **Table 4**. Traffic data used in this study, including vehicle composition, are presented in **Table 5**. **Appendix D** contains the model input parameters for each of the alternatives.

Table 4
Posted Speed Limits

Roadway	Posted Speed Limit (miles per hour)
Perkins Road (LA 427)	45
Siegen Lane	45
Pecue Lane	40

Table 5
Traffic Data

Roadway/Traffic Direction	Segment	Year	Peak Hour Directional Volume (Vehicles Per Hour)	Percent Medium Trucks	Percent Heavy Trucks
Eastbound Perkins Road	West of Siegen Lane	Existing	1,332	4%	1%
		No-Build 2035	1,486	4%	1%
		Build 2035	1,506	4%	1%
Westbound Perkins Road	West of Siegen Lane	Existing	1,067	4%	1%
		No-Build 2035	1,191	4%	1%
		Build 2035	1,206	4%	1%
Eastbound Perkins Road	Between Siegen Lane and Jamestown Blvd.	Existing	1,168	4%	1%
		No-Build 2035	1,303	4%	1%
		Build 2035	1,367	4%	1%

**Table 5
Traffic Data**

Roadway/Traffic Direction	Segment	Year	Peak Hour Directional Volume (Vehicles Per Hour)	Percent Medium Trucks	Percent Heavy Trucks
Westbound Perkins Road	Between Siegen Lane and Jamestown Blvd.	Existing	913	4%	1%
		No-Build 2035	1,019	4%	1%
		Build 2035	1,044	4%	1%
Eastbound Perkins Road	Between Jamestown Blvd. and Pecue Lane	Existing	731	4%	1%
		No-Build 2035	843	4%	1%
		Build 2035	873	4%	1%
Westbound Perkins Road	Between Jamestown Blvd. and Pecue Lane	Existing	707	4%	1%
		No-Build 2035	790	4%	1%
		Build 2035	810	4%	1%
Eastbound Perkins Road	East of Pecue Lane	Existing	1078	4%	1%
		No-Build 2035	935	4%	1%
		Build 2035	1191	4%	1%
Westbound Perkins Road	East of Pecue Lane	Existing	884	4%	1%
		No-Build 2035	558	4%	1%
		Build 2035	977	4%	1%
Northbound Siegen Lane	South of Perkins Road	Existing	984	4%	1%
		No-Build 2035	1,098	4%	1%
		Build 2035	1,103	4%	1%
Southbound Siegen Lane	South of Perkins Road	Existing	1,184	4%	1%
		No-Build 2035	1,321	4%	1%
		Build 2035	1,631	4%	1%
Northbound Siegen Lane	North of Perkins Road	Existing	1,574	4%	1%
		No-Build 2035	1,757	4%	1%
		Build 2035	1,770	4%	1%
Southbound Siegen Lane	North of Perkins Road	Existing	1,764	4%	1%
		No-Build 2035	1,969	4%	1%
		Build 2035	2,015	4%	1%
Northbound Pecue Lane	South of Perkins Road	Existing	166	4%	1%
		No-Build 2035	376	4%	1%
		Build 2035	376	4%	1%

**Table 5
Traffic Data**

Roadway/Traffic Direction	Segment	Year	Peak Hour Directional Volume (Vehicles Per Hour)	Percent Medium Trucks	Percent Heavy Trucks
Southbound Pecue Lane	South of Perkins Road	Existing	216	4%	1%
		No-Build 2035	509	4%	1%
		Build 2035	509	4%	1%
Northbound Pecue Lane	North of Perkins Road	Existing	396	4%	1%
		No-Build 2035	1,122	4%	1%
		Build 2035	1,122	4%	1%
Southbound Pecue Lane	North of Perkins Road	Existing	347	4%	1%
		No-Build 2035	1,297	4%	1%
		Build 2035	1,301	4%	1%

Source: Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study (March 2013)

10.0 Noise Analysis Results

2035 No-Build Alternative

The 23 Code of Federal Regulation (CFR) 772 does not require the consideration of impacts associated with the No Build Alternative, although the future no-build scenario was modeled in TNM 2.5. Of the eleven Measurement/Analysis sites, four residences and one business were identified that have existing noise levels that approach or exceed applicable NAC (Site 1, Site 2, Site 3, Site 7 and Site 11), as presented in **Table 6**. Results indicate that minor noise levels would increase over existing ambient levels at some locations, including Noise Measurement Sites 3, 6, 8 and 9. No sites are predicted to have future noise levels exceeding existing noise levels by 10 dBA or more.

Design Year 2035 Build Alternatives

Predicted noise levels at the locations of the measurement sites are expected to increase under the three build alternative in the design year 2035. Noise level increases at the measurement sites for Alternative 1A would range from 0.3 dBA to 7.9 dBA. Noise level increases at the measurement sites for Alternative 2B would range from 0.3 dBA to 7.5 dBA. Noise level increases at the measurement sites for Alternative 3 would range from -3.3 dBA to 8.0 dBA, as shown in **Table 6**. The field measurement for Site 8 was conducted within the proposed right-of-way (ROW), for all three build alternatives, the representative receiver was adjusted in the models to be outside of the proposed ROW; which may account for the decrease in predicted future noise levels.

Table 6
2035 Build Alternatives
Measurement Site Model Results

Measurement/ Analysis Site	2015 Modeled Existing (dBA)	2035 No-Build Alternative (dBA)	Alternative 1A		Alternative 2B		Alternative 3	
			Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)
Site 1	69.6	70.1	70.9	1.3	71.3	1.7	70.5	0.9
Site 2	69.4	69.9	71.6	2.2	70.4	1.0	66.1	-3.3
Site 3	68.0	68.4	69.5	1.5	69.5	1.5	71.3	3.3
Site 4	64.9	65.3	68.5	3.6	66.5	1.6	67.8	2.9
Site 5	61.6	62.1	64.7	3.1	63.0	1.4	65.4	3.8
Site 6	65.7	66.2	67.1	1.4	67.4	1.7	70.4	4.7
Site 7	66.7	67.2	68.5	1.8	68.8	2.1	69.0	2.3
Site 8 ¹	59.9	60.6	67.8	7.9	67.4	7.5	67.9	8.0
Site 9	58.9	59.8	59.9	1.0	59.9	1.0	59.9	1.0
Site 10	60.1	58.9	64.9	4.8	64.9	4.8	64.9	4.8
Site 11	67.8	66.5	68.1	0.3	68.1	0.3	68.1	0.3

Notes:

- (1) Noise Measurement Site 8 was relocated in the noise model for Alternative 1A, Alternative 2B, and Alternative 3 to be located outside of the proposed ROW.

Alternative 1A

Estimated noise impact distances for Alternative 1A are shown in **Figure 7**. With construction of Alternative 1A, roadway traffic noise impacts are predicted to occur at 84 receptors. Potentially impacted residences would be located along Perkins Road. A potentially impacted business would be located on the north side of Perkins Road near the Siegen Lane intersection.

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5 foot high concrete wall that provides some acoustical shielding resulting in no predicted impact (assuming the wall is not demolished under Alternative 1A). However, Noise Measurement Site 6 is predicted to have a noise level (67.1 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels

(68.5 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 12 noise impacts in this combined area for Alternative 1A.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receiver Sites 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5 high concrete wall that provides some acoustical shielding. For Alternative 1A, the existing wall between St. Alban's Drive and Pecue Lane (8A) would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area, resulting in 5 noise impacts in this area for Alternative 1A.

Appendix E presents a complete results table of the predicted impacts by the noise receiver identification number presented in **Figure 7**.

Alternative 2B

Predicted noise level contours for Alternative 2B are shown in **Figure 8**. With construction of Alternative 2B, roadway traffic noise impacts are predicted to occur in the design year at 80 receptors. Potentially impacted residences would be located along Perkins Road.

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5 foot high concrete wall that provides some acoustical shielding. This wall is expected to be demolished as part of Alternative 2B, and the loss of acoustical shielding resulting from removal of the wall would result in a potential impact at the residence. Noise Measurement Site 6 is also predicted to have a noise level (67.4 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels (68.8 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 10 noise impacts in this area for Alternative 2B.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receivers 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5-foot high concrete wall that provides some acoustical shielding. For Alternative

2B the existing walls between Notting Hill Drive and Pecue Lane would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area resulting in 9 potential noise impacts in this area for Alternative 2B.

Appendix E presents a complete results table of the predicted impacts by the noise receiver identification number presented in **Figure 8**.

Alternative 3

Predicted noise level contours for Alternative 3 are shown in **Figure 9**. With construction of Alternative 3, roadway traffic noise impacts are predicted to occur in the design year at 94 receptors. Potentially impacted residences would be located along Perkins Road.

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5 foot high concrete wall that provides some acoustical shielding. This wall is expected to be demolished as part of Alternative 3, and the loss of acoustical shielding resulting from removal of the wall would result in a potential impact at the residence. Noise Measurement Site 6 is also predicted to have a noise level (70.4 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels (69.0 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 12 noise impacts in this area for Alternative 3.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receivers 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5-foot high concrete wall that provides some acoustical shielding. For Alternative 3 the existing walls between Notting Hill Drive and Pecue Lane would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area resulting in 15 potential noise impacts in this area for Alternative 3.

Appendix E presents a complete results table of the predicted impacts by the noise receiver identification number presented in **Figure 9**.

11.0 Summary of Traffic Noise Impact Results

Totals of 84, 80, and 94 sensitive receptors are expected to experience traffic noise impacts in 2035 under Alternatives 1A, 2B, and 3, respectively. The number of noise level impacts would vary for each build alternative because of roadway alignment modifications and increases in the number of travel lanes.

Some structures have existing traffic noise levels approaching or exceeding the applicable NAC but these are not considered as noise impacts. The summary of impacts is presented in **Table 7**.

Table 7
Summary of Traffic Noise Impacts

Alternative	Sensitive Receptors Impacted \geq NAC	Sensitive Receptors \geq 10 dBA Over Existing Noise Levels
Alternative 1A	84	0
Alternative 2B	80	0
Alternative 3	94	0

12.0 Analysis of Potential Traffic Noise Mitigation Measures

Since noise impacts have been identified for this project, the feasibility and reasonableness of potential noise abatement measures must be evaluated per the LADOTD *Highway Traffic Noise Policy*. Specific abatement measures including traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, noise insulation of public use or nonprofit institutional structures, and the construction of noise barriers were evaluated for feasibility and reasonableness. Abatement measures determined to be feasible and reasonable per LADOTD criteria can be recommended as effective measures to reduce identified noise impacts associated with the proposed intersection improvements.

The LADOTD considers noise abatement in the form of a noise barrier (such as a wall or berm) to be *feasible* when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise and when the barrier is generally considered to be constructible in terms of such factors as safety, maintenance and property access. The LADOTD considers noise abatement to be *reasonable* if the following three criteria are met:

1. The noise reduction design goal is met – a minimum of one benefited receptor must receive a noise reduction of at least 8 dBA;
2. The cost-effectiveness goal is met – the cost of the abatement measure should be equal to or less than \$35,000 per benefited receiver; and
3. Viewpoints of the community, including benefited receptors, will be solicited for noise impacts and abatement. If no relevant objections to the proposed abatement are made at this level of public involvement, this criterion is deemed met and abatement considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with property owners and residents of the benefited receptors. The abatement measure will be considered reasonable if 50% or more of the responses received are positive.

Receptors in the Study Area are anticipated to exceed the noise abatement criteria; therefore, the complete range of possible abatement measures described above were evaluated for reasonableness and feasibility. The specific potential noise abatement measures that were evaluated for this project to reduce or eliminate adverse noise impacts are discussed below along with a determination of their feasibility and reasonableness.

Traffic Management Measures

Traffic management measures are sometimes feasible for noise abatement. These measures may include the prohibition/restriction of certain vehicle types and speed limit reductions. Perkins Road services commercial business, so it is not reasonable to restrict truck traffic.

Alteration of Horizontal and Vertical Alignments

The horizontal alignments associated with the proposed roadway improvements have been conceptually designed to maximize functionality in terms of movement and access while minimizing costs and potential residential and commercial relocations. The three build alternatives are designed at grade; and, as a result, no changes in vertical alignment would be possible without elevating the roadways on structure, or submerging the roadway into a deep cut section, both of which would dramatically and unreasonably add to the project costs. Slight shifts in the proposed horizontal alignments during the design phase could potentially minimize noise impacts to some extent and these were considered in the three different design alternatives. However, typical engineering estimates indicate that changes in alignment must at least double the distance between the roadway and the receptor to produce a significant benefit (considered a reduction of at least 3 dBA).

For Alternative 1A, Alternative 2B and Alternative 3, the predicted noise level impacts would be associated with traffic on Perkins Road. Altering the horizontal roadway alignment was determined to be infeasible, due to the limited ROW and existing abutting development. Additional ROW would be required and the acquisition of residences and businesses may also be required to adjust the alignment so noise impacts would be reduced. Because of increased cost and the potential for increasing the number of noise level impacts, altering the horizontal alignment of Perkins Road was determined to be infeasible.

Acquisition of Property Rights

The acquisition of property rights to allow a noise buffer zone would be constrained by existing abutting development. This option would only acquire undeveloped land to prevent future development, and therefore would not mitigate any identified project impacts. As a result this abatement measure was determined to be unreasonable.

Noise Insulation of Public Use or Nonprofit Institutional Structures

The noise insulation of public use or nonprofit institutional structures was determined unnecessary because there are no public use structures impacted in the Study Area.

Noise Barriers

Although traffic noise impacts would occur at residences within the Study Area, noise barriers were not considered reasonable and feasible at many of the impacted locations. Most impacted residences are largely concentrated along the first row of multi-family homes (Site 34 - Site 43 and Site 121 – Site 127) located along both sides of Perkins Road between Metairie Drive and Orleans Drive. These multi-family homes have driveway access from Perkins Road. Other residential impacts are either isolated structures or are interspersed with commercial use structures, all with driveway access from Perkins Road. Generally, for the concentrated residential impact areas described above, noise barriers could not be continuously installed along either side of Perkins Road between Siegen Lane and Southland Court due to the numerous driveway access points serving homes, businesses and cross streets. Maintaining access at the existing points would result in breaks in the noise barriers that would negate the potential effectiveness of this abatement option at those areas.

However, some residential receptors that are situated adjacent to Perkins Road but do not have driveway access directly onto Perkins Road were candidates for noise barrier evaluation. These included homes in the vicinity of Site 6, Site 7, Site 8, and Site 11, as described in more detail below.

12.1 Noise Barrier, Analysis Site 6

Analysis Site 6, located south of Perkins Road between Brookhollow Drive and Notting Hill Drive, includes up to two potentially impacted single-family residences depending on alternative: Alternative 1A contains one impacted receptor (represented by Noise Measurement Site 6) and Alternatives 2B and 3 contain two impacted receptors (represented by Noise Measurement Site 6 and Receiver Site 61).

A noise barrier analysis at this location was conducted for Alternative 1A, but a barrier was found to be not feasible as it was unable to reach the required 5 dBA benefit at the sole impacted receptor (Noise Measurement Site 6) before reaching the LADOTD cost threshold of \$35,000 per benefited unit. Therefore, a barrier is not recommended for this site under Alternative 1A.

A noise barrier analysis at this location identified a preliminary barrier design for Alternatives 2B and 3 that were both reasonable and feasible in accordance with LADOTD policy. This analysis indicates that the two impacted residential units under Alternatives 2B and 3 are both benefited by the analyzed barrier.

Table 8A, below, shows the predicted noise levels with and without the proposed noise barrier at the two benefited receiver locations.

Table 8A
Barrier Noise Reduction Table – Site 6 (Alternatives 2B and 3)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
Noise Measurement Site 6	1	70.7	65.2	5.5
Receiver Site 61	1	71.8	63.2	8.6

Table 8B provides the design parameters and feasibility and reasonableness determinations for the proposed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were identical for Alternatives 2B and 3. The barrier design shown should be considered preliminary and may need to be re-analyzed when the chosen alternative is selected.

**Table 8B
Barrier Analysis Summary – Site 6 (All Alternatives)**

Design/Analysis Parameter	Alt 1A	Alts 2B and 3
Number of Impacted Receptors	1	2
Number of Benefitted Receptors	0	2
Number of Impacted and Benefitted Receptors	0 (0%)	2 (100%)
Barrier Evaluation Method	TNM	TNM
Length (ft)	150	295
Average Height (ft)	13	8
Minimum Height (ft)	13	8
Maximum Height (ft)	13	8
Area (ft ²)	1,950	2,360
Total Cost	\$50,700	\$61,360
Cost / Benefitted Receptors	\$50,700	\$30,680
NR Range For Benefitted Receptors (dBA)	4.2	5.5 – 8.6
Number of Receptors Meeting Design Goal (8 dBA)	0	1
Design Goal Met?	No	Yes
Feasible?	No	Yes
Reasonable?	No	Yes
Recommended?	No	Yes

The final requirement for barrier reasonableness is the consideration of viewpoints of benefitted receptors, as discussed on page 10 item “c” of the LADOTD Highway Traffic Noise Policy. This will require a public involvement process to determine whether the benefitted receptors are in favor of receiving the proposed noise barrier. This would include the benefitted receptors receiving at least a 5 dBA reduction from the proposed barrier, including the following residences:

- 14314 Perkins Rd. (Noise Measurement Site 6)
- 1631 Notting Hill Dr. (Receiver Site 61)

If no relevant objections are made at the initial level of public involvement, this criterion is deemed met and abatement would be considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with the property owners and residents of the benefitted receptors. If more than 50% of the benefitted receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

Receiver Site 53 (adjacent to Analysis Site 6) is also impacted, but could not be mitigated along with the other impacted receptors in Noise Measurement/Analysis Site 6 due to noise flanking paths around the analyzed barrier.

12.2 Noise Barrier, Analysis Site 7A

Analysis Site 7A, north of Perkins Road across from St. Alban’s Drive, is currently under development and is planned to have 11 single family homes immediately adjacent to Perkins Road. Analysis Site 7A includes the portion of the development (Jamestown Square) east of the proposed development driveway.

A noise barrier analysis at this location identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. This analysis indicates that up to 11 residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but that all units are benefited by the barrier.

Table 9A, below, shows the predicted noise levels with and without the proposed noise barrier, at the 11 benefitted receiver locations. The TNM predicted noise levels for the barrier analysis at Site 7A for all Alternatives can be found in **Appendix D**.

Table 9A
Barrier Noise Reduction Table – Site 7A (All Alternatives)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
Receiver Site 171	2	67.9	57.7	10.2
Receiver Site 172	2	66.9	58.1	8.8
Receiver Site 173	2	65.6	57.7	7.9
Receiver Site 174	2	66.4	57.9	8.5
Receiver Site 175	2	67.1	58.1	9.0
Receiver Site 176	1	66.7	59.5	7.2

Table 9B provides the design parameters and feasibility and reasonableness determinations for the proposed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were identical for all three alternatives. The barrier design shown should be considered preliminary and may need to be re-analyzed when the chosen alternative is selected.

**Table 9B
Barrier Analysis Summary – Site 7A (All Alternatives)**

Design/Analysis Parameter	Alts 1A and 3	Alt 2B
Number of Impacted Receptors	11	10
Number of Benefitted Receptors	11	11
Number of Impacted and Benefitted Receptors	11 (100%)	10 (100%)
Barrier Evaluation Method	TNM	TNM
Length (ft)	630	630
Average Height (ft)	9	9
Minimum Height (ft)	9	9
Maximum Height (ft)	9	9
Area (ft ²)	5,670	5,670
Total Cost	\$147,420	\$147,420
Cost / Benefitted Receptors	\$13,402	\$13,402
NR Range For Benefitted Receptors (dBA)	7.2 – 10.2	7.2 – 10.2
Number of Receptors Meeting Design Goal (8 dBA)	8	8
Design Goal Met?	Yes	Yes
Feasible?	Yes	Yes
Reasonable?	Yes	Yes
Recommended?	Yes	Yes

The final requirement for barrier reasonableness is the consideration of viewpoints of benefitted receptors, as discussed on page 10 item “c” of the LADOTD Highway Traffic Noise Policy. This will require a public involvement process to determine whether the benefitted receptors are in favor of receiving the proposed noise barrier. This would include the benefitted receptors receiving at least a 5 dBA reduction from the proposed barrier.

If no relevant objections are made at the initial level of public involvement, this criterion is deemed met and abatement would be considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with the property owners and residents of the benefited receptors. If more than 50% of the benefitted receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

12.3 Noise Barrier, Analysis Site 7B

Analysis Site 7B, north of Perkins Road across from St. Alban's Drive, is currently under development and is planned to have a common area immediately adjacent to Perkins Road. Analysis Site 7B includes the portion of the new development (Jamestown Square) west of the proposed development driveway.

A noise barrier analysis at this location identified a preliminary barrier design that was found to be not feasible in accordance with LADOTD policy. The common area does not include an area of frequent human use (e.g. a picnic table or a basketball court). Additionally, due to flanking paths and safety considerations, barrier construction at the ROW is not feasible. Therefore, mitigation in the form of a noise barrier is not recommended for this analysis site.

12.4 Noise Barrier, Analysis Site 8A

Analysis Site 8A, south of Perkins Road between St. Alban's Drive and Pecue Lane, includes up to eight potentially impacted single-family residences depending on alternative; Alternatives 1A and 2B include five potential impacted receptors (Noise Measurement Site 8 and Receiver Sites 85, 94, 100, and 101) and Alternative 3 includes eight potentially impacted receptors (Noise Measurement Site 8 and Receiver Sites 85, 92, 93, 94, 95, 100, and 101). Although a developer wall currently provides some noise mitigation for the receptors in Site 8A, the new Alternative alignments would result in those walls being demolished as they are inside the ROW line. It was assumed that the developer wall between St. Alban's Drive and Pecue Lane would be demolished for all Alternatives.

A noise barrier analysis was conducted at the new ROW line and identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy.

Table 10A below shows the predicted noise levels, with and without the proposed noise barrier, common to all Alternatives (developer wall between St. Alban's Drive and Pecue Lane). This analysis indicates that up to 8 residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but that all units are benefited by the barrier. The TNM predicted noise levels for the barrier analysis at Site 8A for all Alternatives can be found in **Appendix D**.

Table 10A
Barrier Noise Reduction Table – Site 8A
(St. Alban’s to Pecue - All Alternatives)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
Noise Measurement Site 8	1	68.4	59.6	8.8
Receiver Site 85	1	67.1	58.5	8.6
Receiver Site 92	1	64.9	59.0	5.9
Receiver Site 93	1	65.5	59.9	5.6
Receiver Site 94	1	66.3	57.9	8.4
Receiver Site 95	1	63.9	57.7	6.2
Receiver Site 100	1	66.5	58.8	7.7
Receiver Site 101	1	69.2	62.8	6.4

Table 10B provides the design parameters and feasibility and reasonableness determinations for the proposed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were the identical for all three alternatives. The barrier design shown should be considered preliminary and may need to be re-analyzed when the chosen alternative is selected.

Table 10B
Barrier Analysis Summary – Site 8A
St. Alban’s to Pecue (All Alternatives)

Design/Analysis Parameter	Alts 1A and 2B	Alt 3
Number of Impacted Receptors	5	8
Number of Benefitted Receptors	8	8
Number of Impacted and Benefitted Receptors	5 (100%)	8 (100%)
Barrier Evaluation Method	TNM	TNM
Length (ft)	1,294	1,294
Average Height (ft)	8.3	8.3
Minimum Height (ft)	8	8
Maximum Height (ft)	9	9
Area (ft ²)	10,740	10,740
Total Cost	\$257,765	\$257,765
Cost / Benefitted Receptors	\$32,147	\$32,147
NR Range For Benefitted Receptors (dBA)	5.6 – 8.8	5.6 – 8.8
Number of Receptors Meeting Design Goal (8 dBA)	3	3
Design Goal Met?	Yes	Yes
Feasible?	Yes	Yes
Reasonable?	Yes	Yes
Recommended?	Yes	Yes

The final requirement for barrier reasonableness is the consideration of viewpoints of benefitted receptors, as discussed on page 10 item “c” of the LADOTD Highway Traffic Noise Policy. This will require a public involvement process to determine whether the benefitted receptors are in favor of receiving the proposed noise barrier. This would include the eight benefitted receptors receiving at least a 5 dBA reduction from the proposed barrier, including the following residences:

- 3 Homes on Via Horti Ct. (Noise Measurement Site 8, Receiver Site 100, Receiver Site 101)
- 1648 St. Alban's Dr. (Receiver Site 85)
- 13901 Phillimore Ave. (Receiver Site 92)
- 13911 Phillimore Ave. (Receiver Site 93)

- 13921 Phillimore Ave. (Receiver Site 94)
- 13931 Phillimore Ave. (Receiver Site 95)

If no relevant objections are made at the initial level of public involvement, this criterion is deemed met and abatement would be considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with the property owners and residents of the benefited receptors. If more than 50% of the benefitted receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

12.5 Noise Barrier, Analysis Site 8B

Analysis Site 8B, south of Perkins Road between Ruelle de Grace Drive and St. Alban's Drive, includes up to five potentially impacted single-family residences depending on alternative; Alternative 1A does not contain any potential noise impacts in the area due to an existing developer wall, Alternative 2B includes three potential impacted receptors (Receiver Sites 81, 82, and 83) and Alternative 3 includes five potentially impacted receptors (Receiver Sites 78, 80, 81, 82, and 83). Although a developer wall currently provides some noise mitigation for the receptors in Site 8B, the new alignments for Alternatives 2B and 3 would result in the wall being demolished as it is inside the ROW line. It was assumed that the developer wall between Ruelle de Grace Drive and St. Alban's Drive would be demolished for all Alternatives 2B and 3.

A noise barrier analysis was conducted at the new ROW line for Alternatives 2B and 3 and identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy.

Table 11A, below, shows the predicted noise levels with and without the proposed noise barrier, common to Alternatives 2B and 3 (developer wall replacement for the wall between Ruelle de Grace Drive and St. Alban's Drive). This analysis indicates that up to five residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but that all units are benefited by the barrier. The TNM predicted noise levels for the barrier analysis at Site 8B for Alternatives 2B and 3 can be found in **Appendix D**.

Table 11A
Barrier Noise Reduction Table – Site 8B
(Ruelle de Grace to St. Alban’s-Alternatives 2B and 3)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
Receiver Site 78	1	67.2	59.9	7.3
Receiver Site 80	1	65.8	59.0	6.8
Receiver Site 81	1	72.1	59.8	12.3
Receiver Site 82	1	67.3	60.6	6.7
Receiver Site 83	1	70.0	63.2	6.8

Table 11B provides the design parameters and feasibility and reasonableness determinations for the proposed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were the identical for the two analyzed Alternatives (2B and 3). The barrier design shown should be considered preliminary and may need to be re-analyzed when the chosen alternative is selected.

Table 11B
Barrier Analysis Summary – Site 8B
(Ruelle de Grace to St. Alban’s-Alternatives 2B and 3)

Design/Analysis Parameter	Alt 2B	Alt 3
Number of Impacted Receptors	3	5
Number of Benefitted Receptors	5	5
Number of Impacted and Benefitted Receptors	3 (100%)	5 (100%)
Barrier Evaluation Method	TNM	TNM
Length (ft)	461	461
Average Height (ft)	8	8
Minimum Height (ft)	8	8
Maximum Height (ft)	8	8
Area (ft ²)	3,688	3,688
Total Cost	\$95,888	\$95,888
Cost / Benefitted Receptors	\$19,178	\$19,178
NR Range For Benefitted Receptors (dBA)	6.7 – 12.3	6.7 – 12.3
Number of Receptors Meeting Design Goal (8 dBA)	1	1
Design Goal Met?	Yes	Yes
Feasible?	Yes	Yes
Reasonable?	Yes	Yes
Recommended?	Yes	Yes

The final requirement for barrier reasonableness is the consideration of viewpoints of benefitted receptors, as discussed on page 10 item “c” of the LADOTD Highway Traffic Noise Policy. This will require a public involvement process to determine whether the benefitted receptors are in favor of receiving the proposed noise barrier. This would include the five benefitted receptors receiving at least a 5 dBA reduction from the proposed barrier, including the following residences:

- 1652 Ruelle De Grace Rd. (Receiver Site 78)
- 13707 Earl's Ct. (Receiver Site 80)
- 13717 Earl's Ct. (Receiver Site 81)
- 13727 Earl's Ct. (Receiver Site 82)
- 13737 Earl's Ct. (Receiver Site 83)

If no relevant objections are made at the initial level of public involvement, this criterion is deemed met and abatement would be considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with the property owners and residents of the benefited receptors. If more than 50% of the benefitted receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

12.6 Noise Barrier, Analysis Site 8C

Analysis Site 8C, south of Perkins Road between Notting Hill Drive and Ruelle de Grace Drive, includes up to two potentially impacted single-family residences depending on alternative; Alternative 1A does not contain any potential noise impacts in the area due to an existing developer wall, Alternative 2B includes one potentially impacted receptor (Receiver 68) and Alternative 3 includes two potentially impacted receptors (Receiver Sites 64 and 68). Although a developer wall currently provides some noise mitigation for the receptors in Site 8C, the new alignments for Alternatives 2B and 3 would result in the wall being demolished as it is inside the ROW line. It was assumed that the developer wall between Notting Hill Drive and Ruelle de Grace Drive would be demolished for Alternatives 2B and 3.

A noise barrier analysis was conducted at the new ROW line for Alternatives 2B and 3 and identified an preliminary barrier design that was found to be not reasonable for Alternative 2B (unable to achieve 8 dBA noise reduction at a receiver location in the analysis site) and not feasible for Alternative 3 (unable to achieve at least 5 dBA at 75% of the first row impacted homes). Therefore, mitigation in the form of a noise barrier is not recommended for this analysis site.

Table 12A, below, shows the predicted noise levels with and without the proposed noise barrier, common to Alternatives 2B and 3 (developer wall replacement for the wall between Ruelle de Grace Drive and St Alban's Drive). This analysis indicates that up to two residential units are impacted at a non-mitigated noise level of 66 dBA or greater. Only one receiver is benefited by the preliminary barrier, Receiver Site 68. Flanking pathways due to gaps in the barrier (at the intersections Notting Hill Drive and Ruelle de Grace Drive with Perkins Road) prevent receivers in the analysis site from achieving the LADOTD design goal of 8 dBA. Receiver Site 69 represents second row homes as shown in Figure 10. Predicted results for Receiver Site 69 indicate that second row receptors would not achieve the LADOTD design goal, nor would they be benefited by a barrier (only receiving 3 dBA in noise reduction from the modeled barrier). The TNM predicted noise levels for the barrier analysis at Site 8C for Alternatives 2B and 3 can be found in **Appendix D**.

Table 12A
Barrier Noise Reduction Table – Site 8C
(Notting Hill to Ruelle de Grace-Alternatives 2B and 3)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
Receiver Site 64	1	66.5	63.0	3.5
Receiver Site 68	1	67.1	61.0	6.1

Table 12B provides the design parameters and feasibility and reasonableness determinations for the preliminary analyzed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were the identical for the two analyzed Alternatives (2B and 3).

Table 12B
Barrier Analysis Summary – Site 8C
(Notting Hill to Ruelle de Grace-Alternatives 2B and 3)

Design/Analysis Parameter	Alt 2B	Alt 3
Number of Impacted Receptors	1	2
Number of Benefitted Receptors	1	1
Number of Impacted and Benefitted Receptors	1 (100%)	1 (50%)
Barrier Evaluation Method	TNM	TNM
Length (ft)	230	230
Average Height (ft)	20	20
Minimum Height (ft)	20	20
Maximum Height (ft)	20	20
Area (ft ²)	4,600	4,600
Total Cost	\$519,800	\$519,800
Cost / Benefitted Receptors	\$519,800	\$519,800
NR Range For Benefitted Receptors (dBA)	6.1	6.1
Number of Receptors Meeting Design Goal (8 dBA)	0	0
Design Goal Met?	No	No
Feasible?	Yes	No
Reasonable?	No	No
Recommended?	No	No

The preliminary analyzed barrier was found to be not reasonable for Alternative 2B and not feasible for Alternative 3. Therefore, mitigation is not recommended for this analysis site.

12.7 Noise Barrier Analysis Site 11

Analysis/Measurement Site 11, south of Perkins Road, just to the east of La Crete Lane, includes three impacted single family homes (Receiver Sites 162, 165 and 166) with back yards that back up to Perkins Road but with primary access onto Pecan Shadow Drive or Eaglewood Drive. A noise barrier analysis at this location identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. This analysis indicates that three residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but a total of five residential units are benefited by the barrier, including the three impacted unit plus two additional residences represented by prediction receive site 162.

Table 13A, below, shows the predicted noise levels with and without the proposed noise barrier at the four benefitted receiver locations (note that receiver location 162 represents the predicted noise levels at two adjacent second row properties for a total of five benefitted properties).

Table 13A
Barrier Noise Reduction Table – Site 11 (All Alternatives)

Receiver ID	Dwelling Units	Predicted Noise Level (Leq, dBA)		
		Without Barrier	With Barrier	Noise Reduction
162	1	67.7	59.6	8.1
163	2	60.9	55.8	5.1
165	1	68.2	58.1	10.1
166	1	68.7	58.4	10.3

Table 13B provides the design parameters and feasibility and reasonableness determinations for the proposed barrier. The preliminary barrier location for this area and nearby associated receiver locations is shown in **Figure 10**. The results of the barrier analysis were the identical for all three alternatives. The barrier design shown should be considered preliminary and may need to be re-analyzed when the chosen alternative is selected.

Table 13B
Barrier Analysis Summary – Site 11 (All Alternatives)

Design/Analysis Parameter	All Alts
Number of Impacted Receptors	3
Number of Benefitted Receptors	5
Number of Impacted and Benefitted Receptors	3 (100%)
Barrier Evaluation Method	TNM
Length (ft)	652
Average Height (ft)	10
Minimum Height (ft)	10
Maximum Height (ft)	10
Area (ft ²)	6,520
Total Cost	\$169,520
Cost / Benefitted Receptors	\$33,904
NR Range For Benefitted Receptors (dBA)	5.1 - 10.3
Number of Receptors Meeting Design Goal (8 dBA)	3
Design Goal Met?	Yes
Feasible?	Yes
Reasonable?	Yes
Recommended?	Yes

The final requirement for barrier reasonableness is the consideration of viewpoints of benefitted receptors, as discussed on page 10 item “c” of the LADOTD Highway Traffic Noise Policy. This will require a public involvement process to determine whether the benefitted receptors are in favor of receiving the proposed noise barrier. This would include the five benefitted receptors receiving at least a 5 dBA reduction from the proposed barrier, including the following residences:

- 17512 Five Oaks Drive (Receiver Site 162)
- 17603 Eaglewood Drive (Receiver Site 163)
- 17530 Pecan Shadow Drive (Receiver Site 163)
- 17510 Pecan Shadow Drive (Receiver Site 165)
- 17511 Pecan Shadow Drive (Receiver Site 166)

If no relevant objections are made at the initial level of public involvement, this criterion is deemed met and abatement would be considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with the property owners and residents of the benefited receptors. If more than 50% of the benefitted receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

13.0 Construction Noise

Project construction activities would have short-term noise effects on receivers in the immediate vicinity of the construction site. Effects on community noise levels during construction would be derived from construction equipment operation and from construction vehicles and delivery vehicles traveling to and from the site. Noise impacts during project construction would be temporary in duration and related to the various types and phases of construction required.

Increases in noise levels due to operation of delivery trucks and other construction vehicles would not be substantial. Small increases in noise levels may be expected near a few defined truck routes and in the immediate vicinity of the proposed project site.

The following potential mitigation measures may be implemented during construction to minimize noise impacts:

- Locate site equipment as far from noise sensitive receivers as possible;
- Avoid nighttime activities in residential areas where sensitivity to noise increases during these hours; and
- Use specially muffled equipment such as enclosed air compressors and mufflers on other construction equipment.

The mitigation measures that are implemented at the construction site would be the responsibility of the construction contractor. LADOTD may require that one or more of these measures are included as provisions to the contract documents. All mitigation measures must adhere to the latest version of the *Louisiana Standard Specifications for Roads and Bridges* and comply with state and local laws.

14.0 Statement of Likelihood

Preliminary indications are that noise barriers are likely at the following locations:

Likely Barrier Location	Avg Barrier Height (ft)	Estimated Insertion Loss at Benefited Receptors (dBA)	Estimated Cost
South of Perkins Road between Brookhollow Drive and Notting Hill Drive (Alternative 2B & 3)	8	5.5 - 8.6	\$61,360
North of Perkins Road at Jamestown Square Development (All Alternatives)	9	7.2 - 10.2	\$147,420
South of Perkins Road between St. Alban's Drive and Pecue Lane (All Alternatives)	8.3	5.6 - 8.8	\$257,765
South of Perkins Road between Ruelle de Grace Drive and St. Alban's Drive (Alternative 2B & 3)	8	6.7 - 12.3	\$95,888
South of Perkins Road, east of La Crete Lane	10	5.1 - 10.3	\$169,520

The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness. Only barriers determined to be both reasonable and feasible will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.

15.0 Conclusion

A noise analysis for the proposed project was performed per the FHWA and LADOTD requirements for assessing noise impacts of transportation projects. The objectives of the noise study were to:

- Identify potential noise-sensitive receivers that may experience noise impacts from the proposed project and characterize the existing ambient noise environment in the vicinity of these receivers;
- Predict the noise impacts of the proposed project;
- Determine if there are any feasible and reasonable noise abatement measures that would eliminate or reduce predicted adverse noise impacts; and
- Satisfy the requirements of Title 23 of the Code of Federal Regulations Part 772 (23 CFR Part 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and the LADOTD *Highway Traffic Noise Policy* (July 2011).

Potential noise impacts were predicted to occur with construction of any of the proposed build alternatives in the design year 2035. A total of 84, 80, and 94 noise sensitive receptors are expected to experience traffic noise impacts in 2035 under Alternatives 1A, 2B, and 3, respectively. Abatement measures were evaluated to reduce or eliminate these impacts. Noise barriers were found to be feasible and reasonable for five locations in the project.

16.0 References

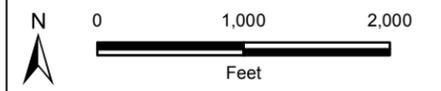
- East Baton Rouge Parish. July 2006. *Perkins Road—Segment 1 Concept Report*. Available at <http://greenlight.csrsonline.com/>. Baton Rouge, Louisiana.
- East Baton Rouge Parish, Department of Public Works. March 26, 2013. *Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study*. Preliminary Draft. Prepared by Stantec. Baton Rouge, Louisiana.
- East Baton Rouge Parish, Department of Public Works. July 12, 2013. *Perkins Road (LA 427) Segment 1 Alternatives Analysis*. Preliminary Draft. Prepared by Stantec. Baton Rouge, Louisiana.
- East Baton Rouge Parish, Department of Public Works. August 30, 2013. *Protocol for Noise Technical Analysis: Improvements to Perkins Road (LA 427) Segment 1 Siegen Lane to Pecue Lane*. Prepared by URS Corporation. Baton Rouge, Louisiana.
- Federal Highway Administration (FHWA). May 1996. *Measurement of Highway-Related Noise*. FHWA-PD-96-046, DOT-VNTSC-FHWA-96-5. Prepared by U.S. Department of Transportation, Research and Special Programs Administration for Federal Highway Administration, Office of Environment and Planning, Washington, D.C.
- FHWA. December 2011. *Highway Traffic Noise: Analysis and Abatement Guidance*. FHWA-HEP-10-025. Office of Environment and Planning, Washington, D.C.
- Louisiana Department of Transportation and Development (LADOTD). October 2009. *Stage 0 Feasibility Study for Widening LA Highway 427—Perkins Road (Siegen Lane to Highland Road)*. State Project 700-17-0213. Baton Rouge, Louisiana.
- LADOTD. July 2011. *Highway Traffic Noise Policy*. Baton Rouge, Louisiana.
- US Code of Federal Regulations. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; 23 CFR 772, 1982.

FIGURES



Legend

- Required ROW
- - - Existing ROW

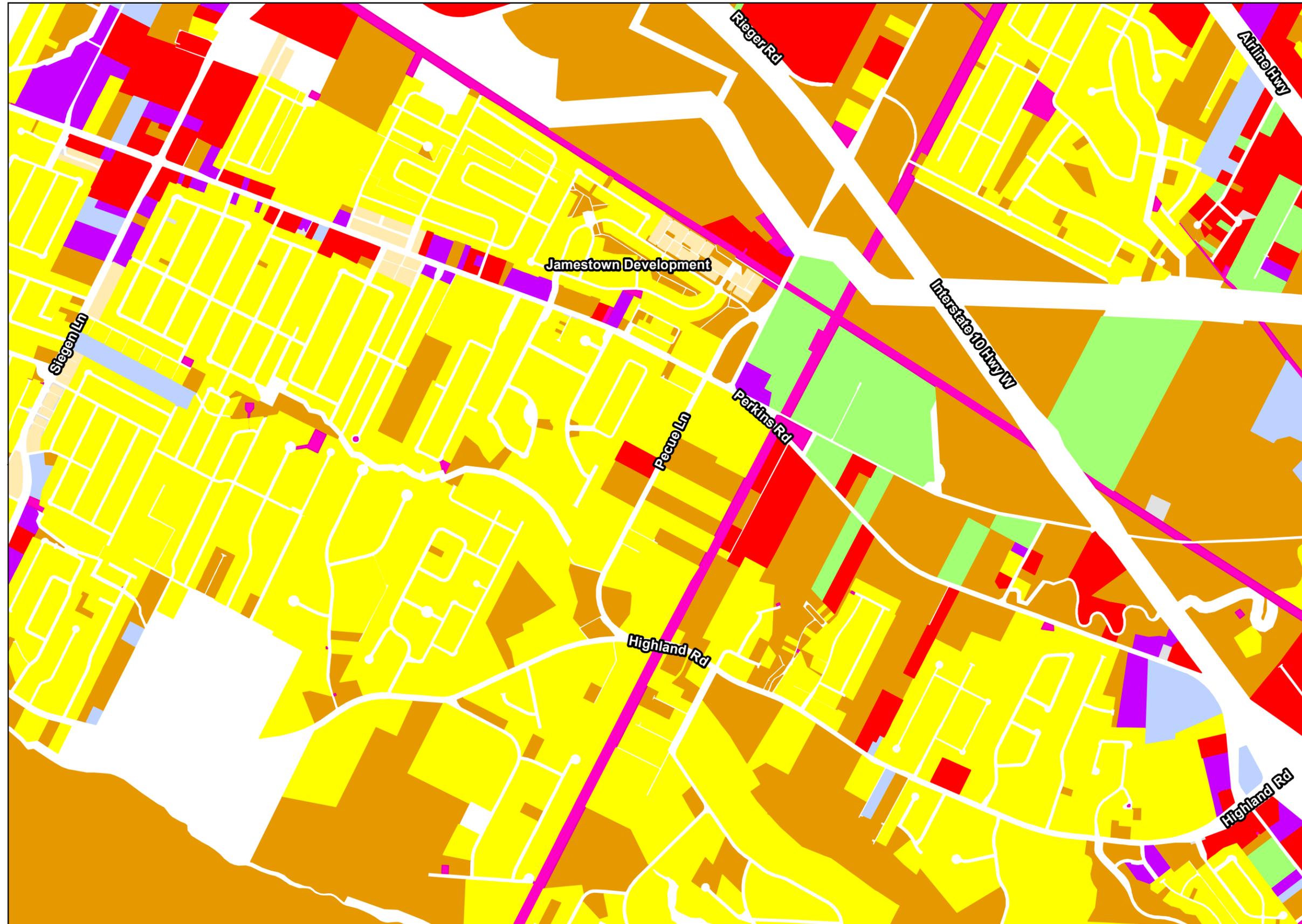


Location Map



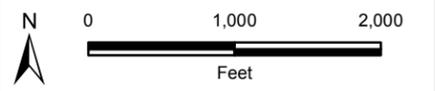
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 1



Legend

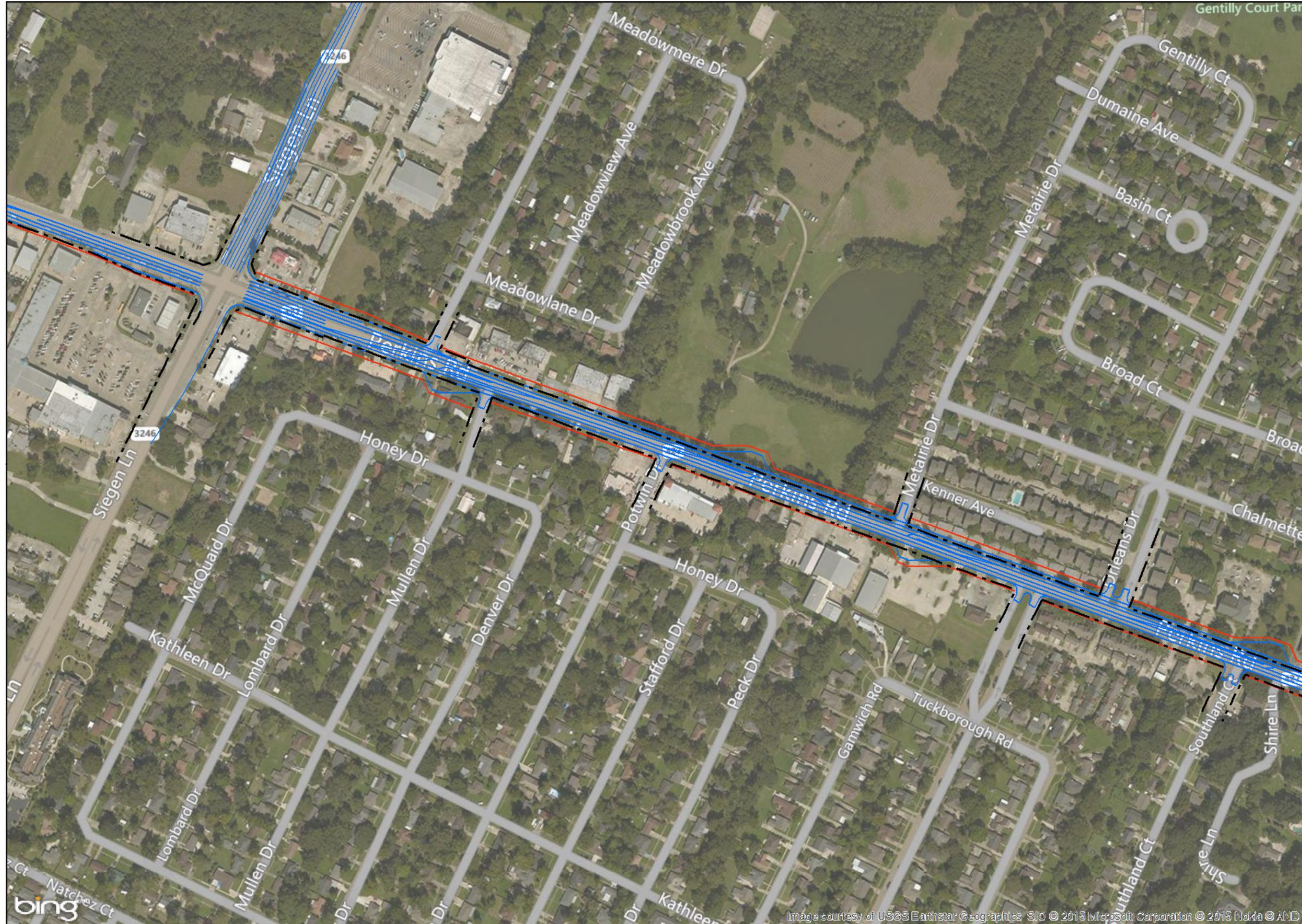
- Commercial
- Industrial
- Institutional
- Low Density Residential
- Medium Density Residential
- Office
- Other
- Utilities
- Undeveloped
- Vacant



Location Map



Figure 2



Legend

- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

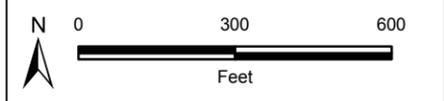
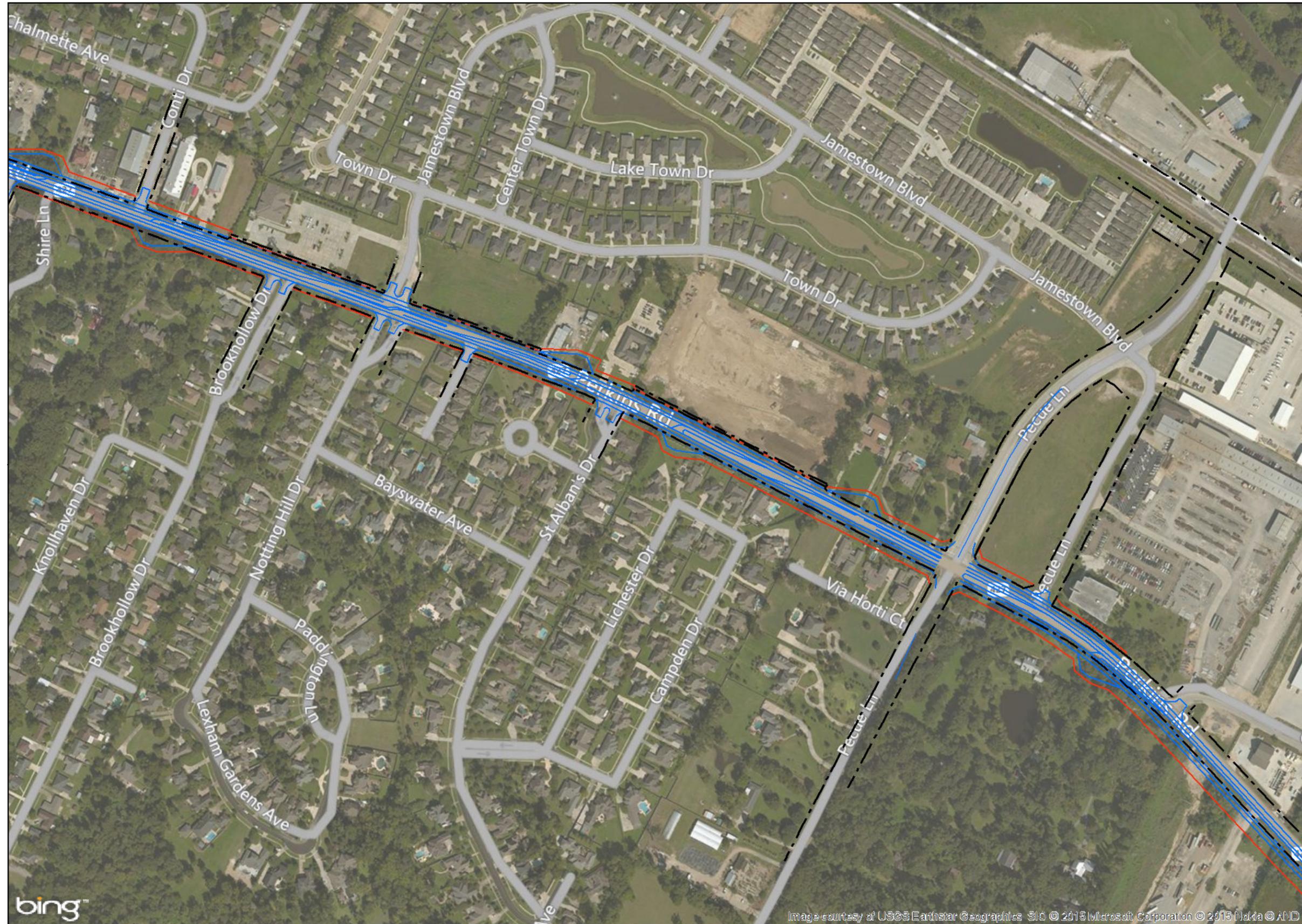


Figure 3
Sheet 1 of 4



Legend

- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

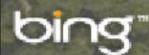


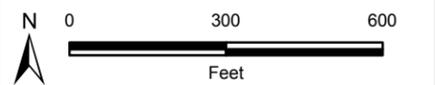
Image courtesy of USGS Earthstar Geographics. SIO © 2015 Microsoft Corporation © 2015 Nokia © AND

Figure 3
 Sheet 2 of 4



Legend

- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way



Location Map

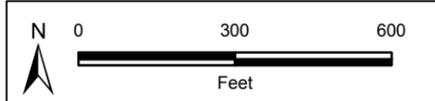


Figure 3
Sheet 3 of 4



Legend

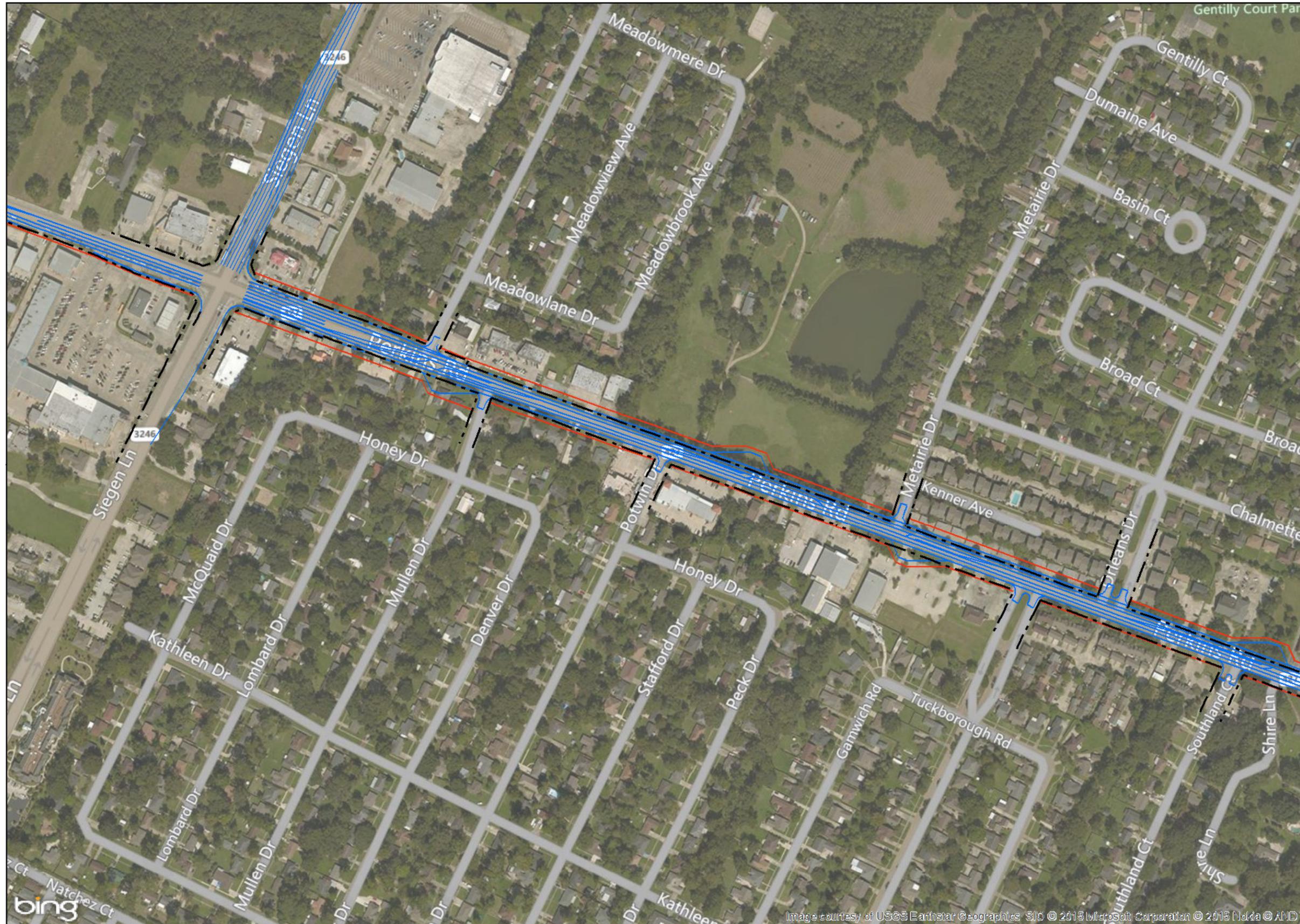
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

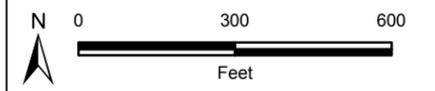


Figure 3
Sheet 4 of 4



Legend

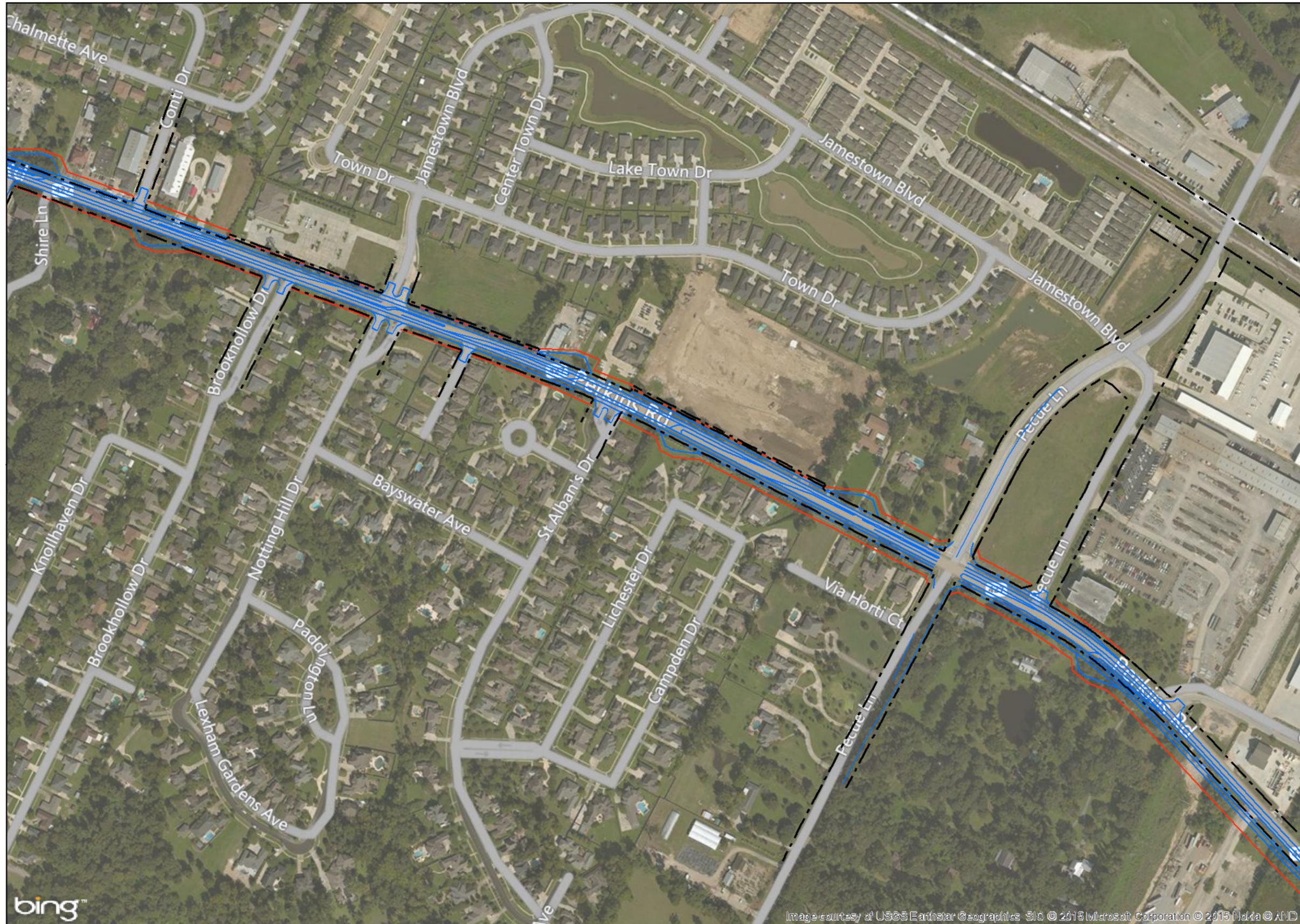
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

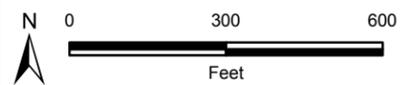


Figure 4
Sheet 1 of 4



Legend

- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

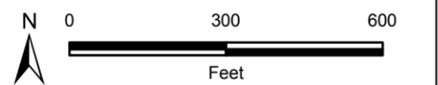


Figure 4
Sheet 2 of 4



Legend

- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way



Location Map

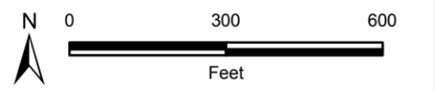


Figure 4
Sheet 3 of 4



Legend

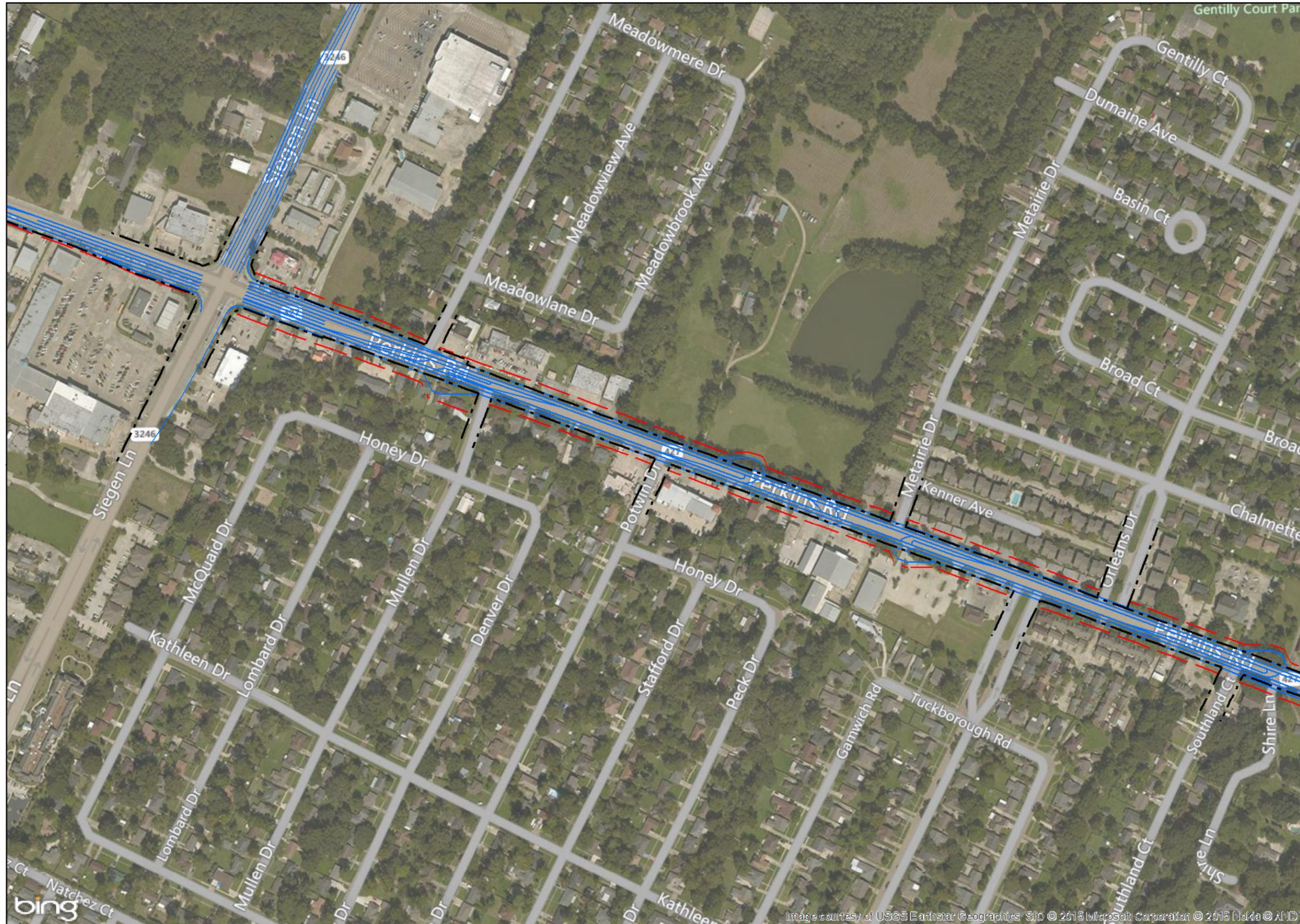
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

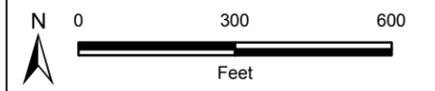


Figure 4
Sheet 4 of 4



Legend

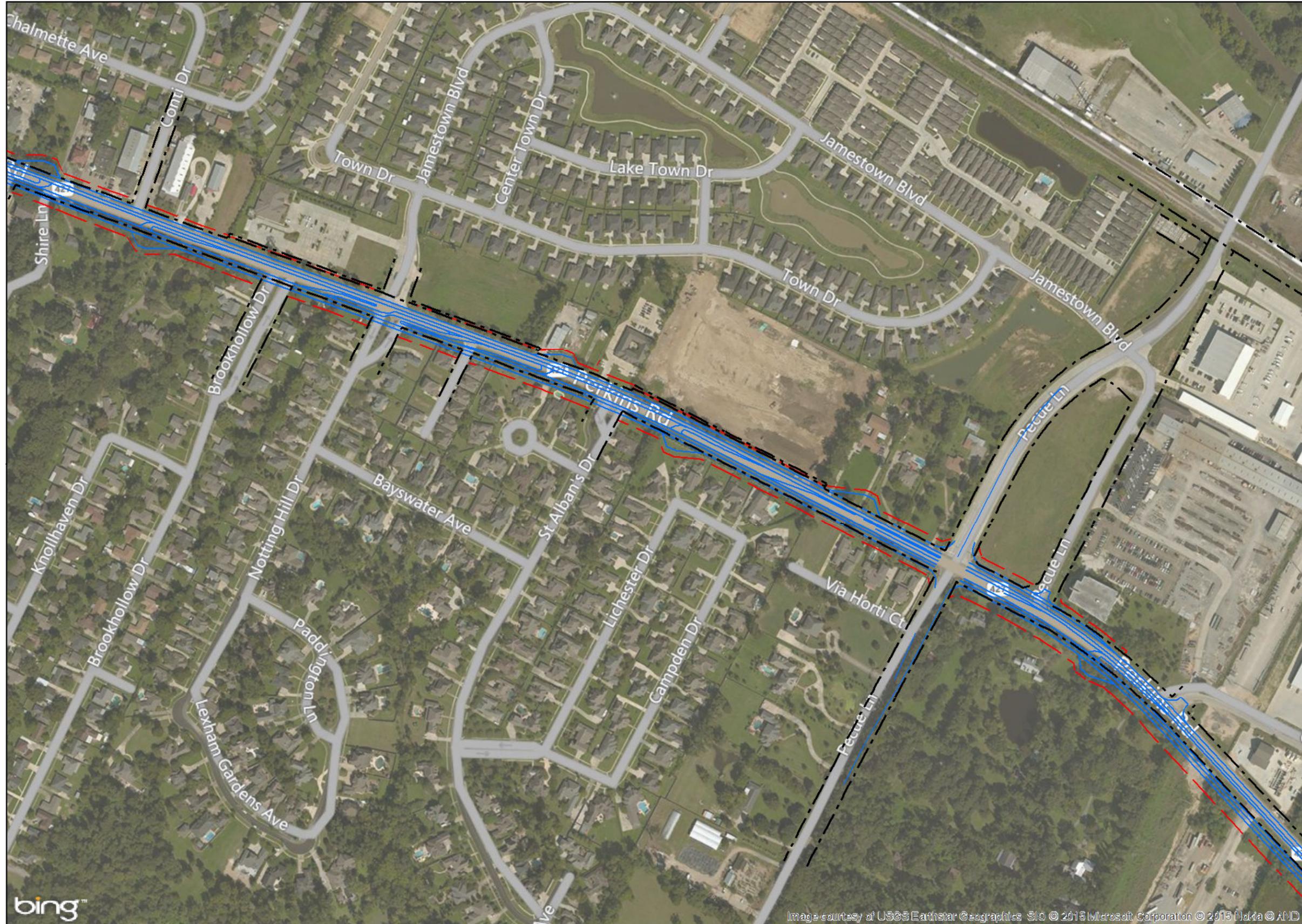
- - - Proposed Right of Way
- — — Proposed Roadway
- - - Existing Right of Way



Location Map

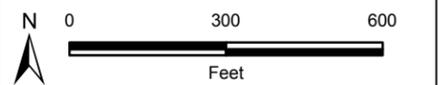


Figure 5
Sheet 1 of 4



Legend

- — — Proposed Right of Way
- — — Proposed Roadway
- - - Existing Right of Way



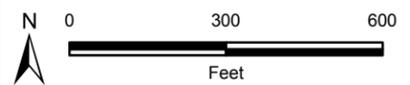
Location Map





Legend

- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way



Location Map

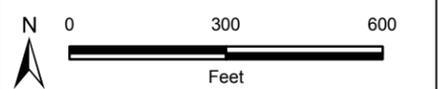


Figure 5
Sheet 3 of 4



Legend

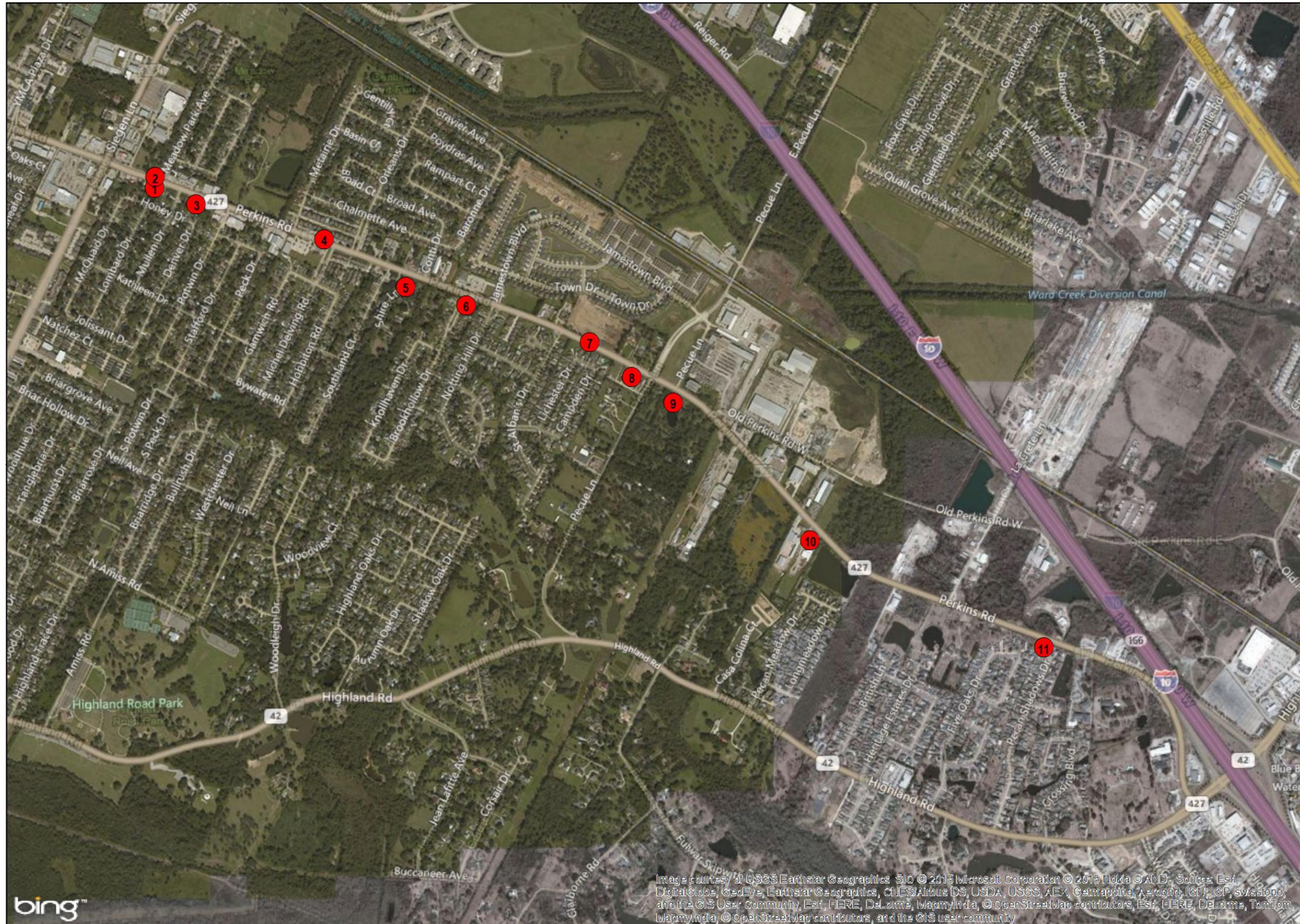
- - - Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Location Map

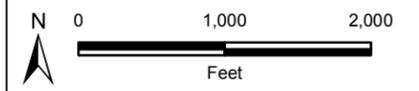


Figure 5
Sheet 4 of 4



Legend

Noise Measurement Site

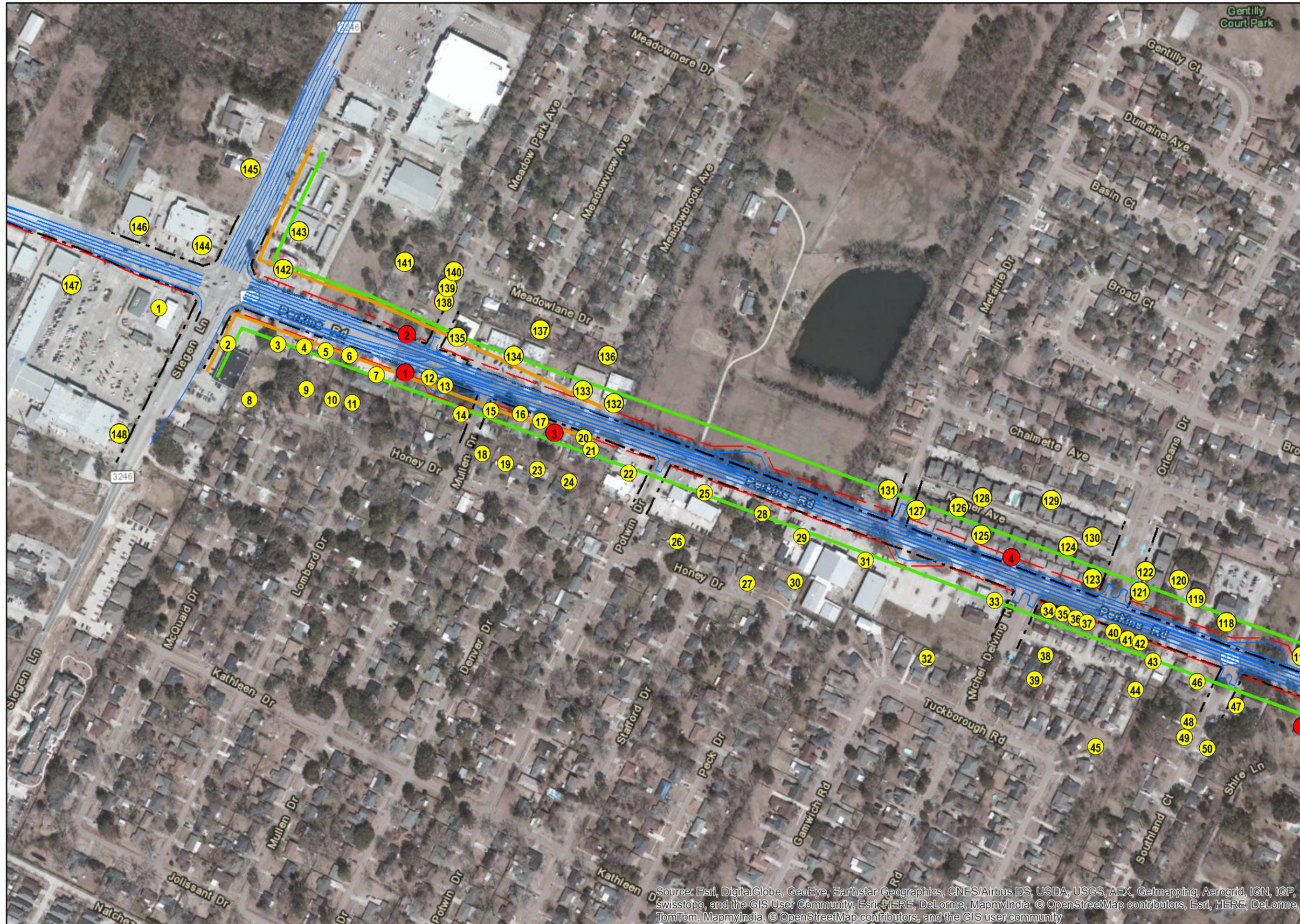


Location Map



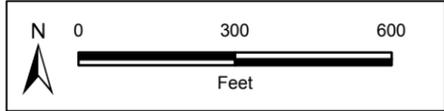
Image courtesy of USGS Earthstar Geographics, SIO © 2015 Microsoft Corporation © 2015 Nokia OAND, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetmap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetmap contributors, and the GIS user community

Figure 6



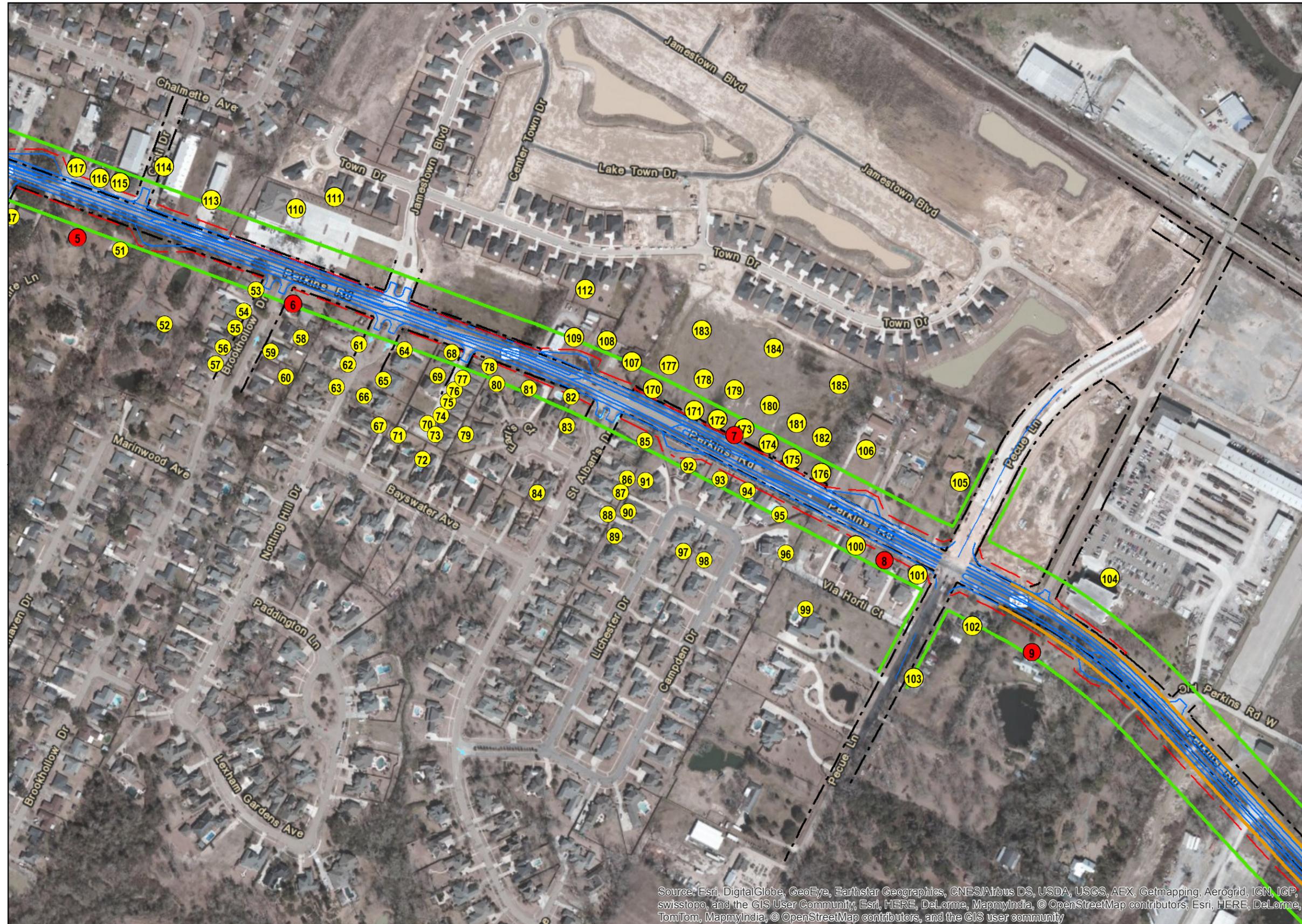
Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



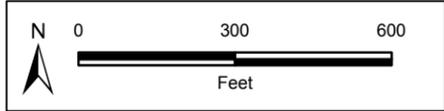
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 7
Sheet 1 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



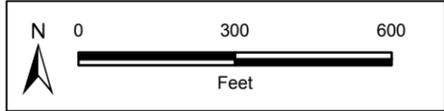
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 7
Sheet 2 of 4



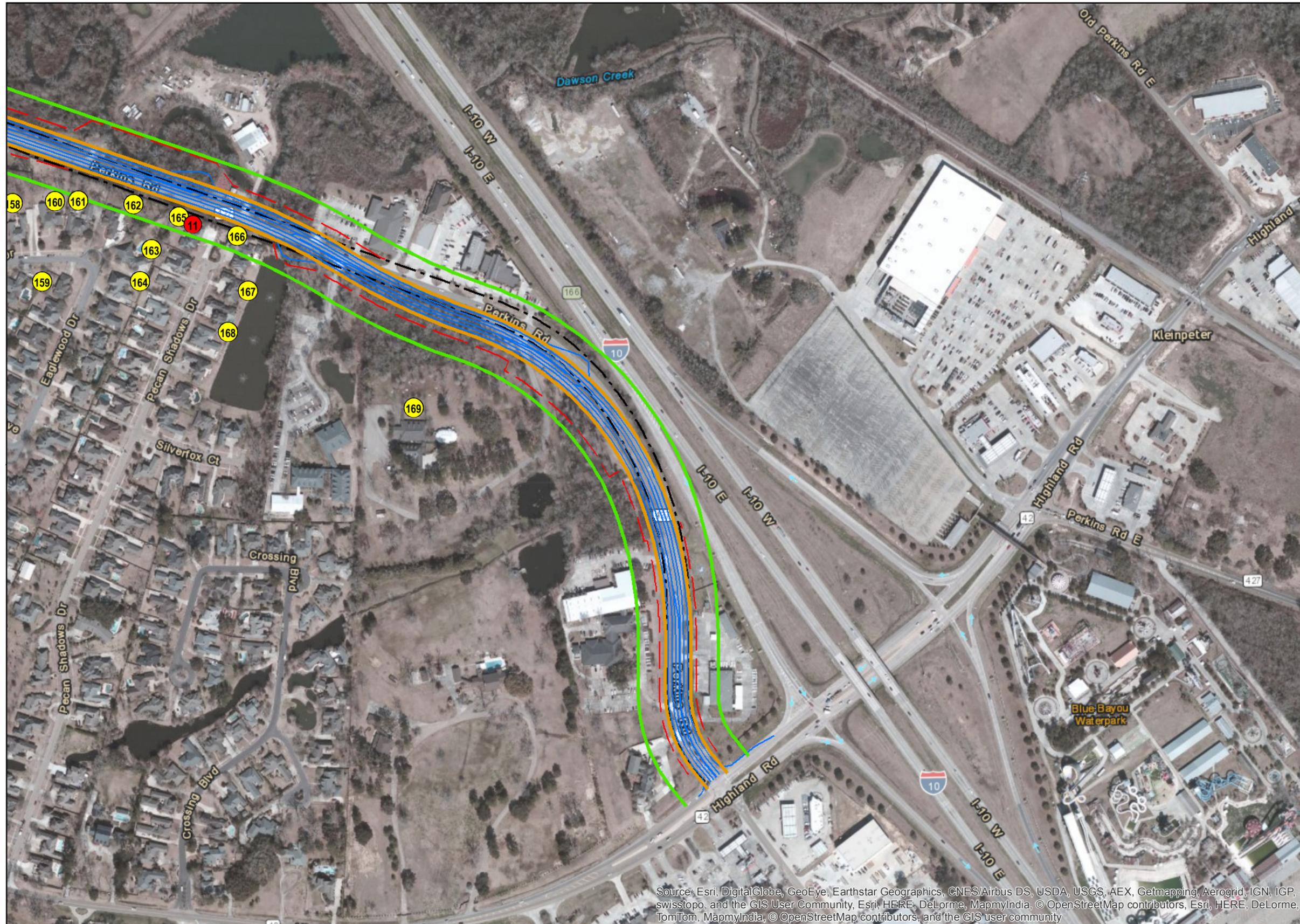
Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



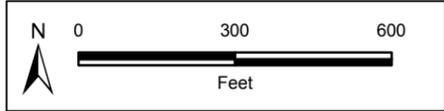
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 7
Sheet 3 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Figure 7
Sheet 4 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- - - Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

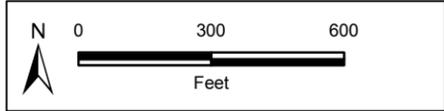
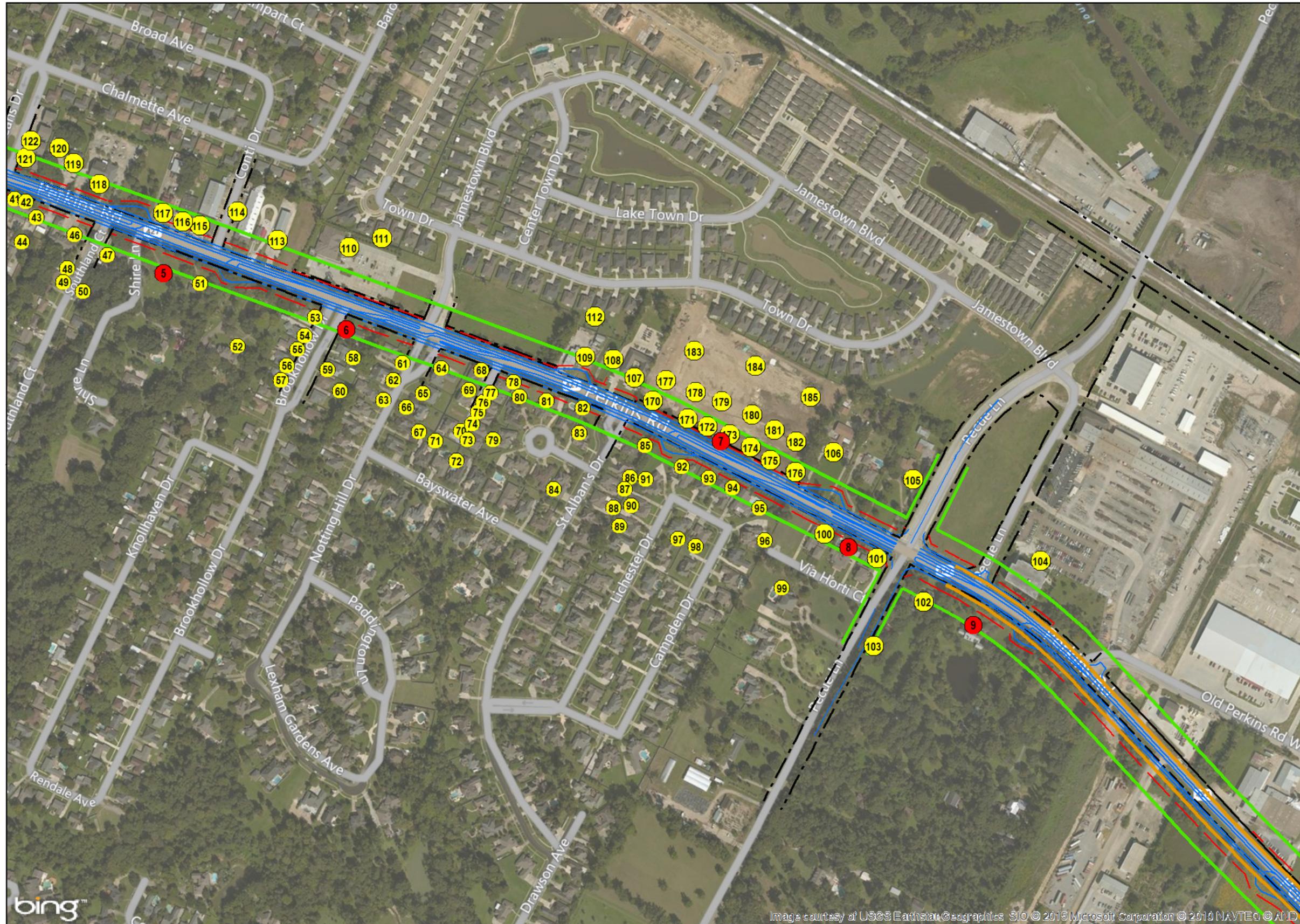


Figure 8
Page 1 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

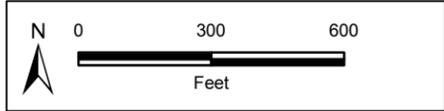
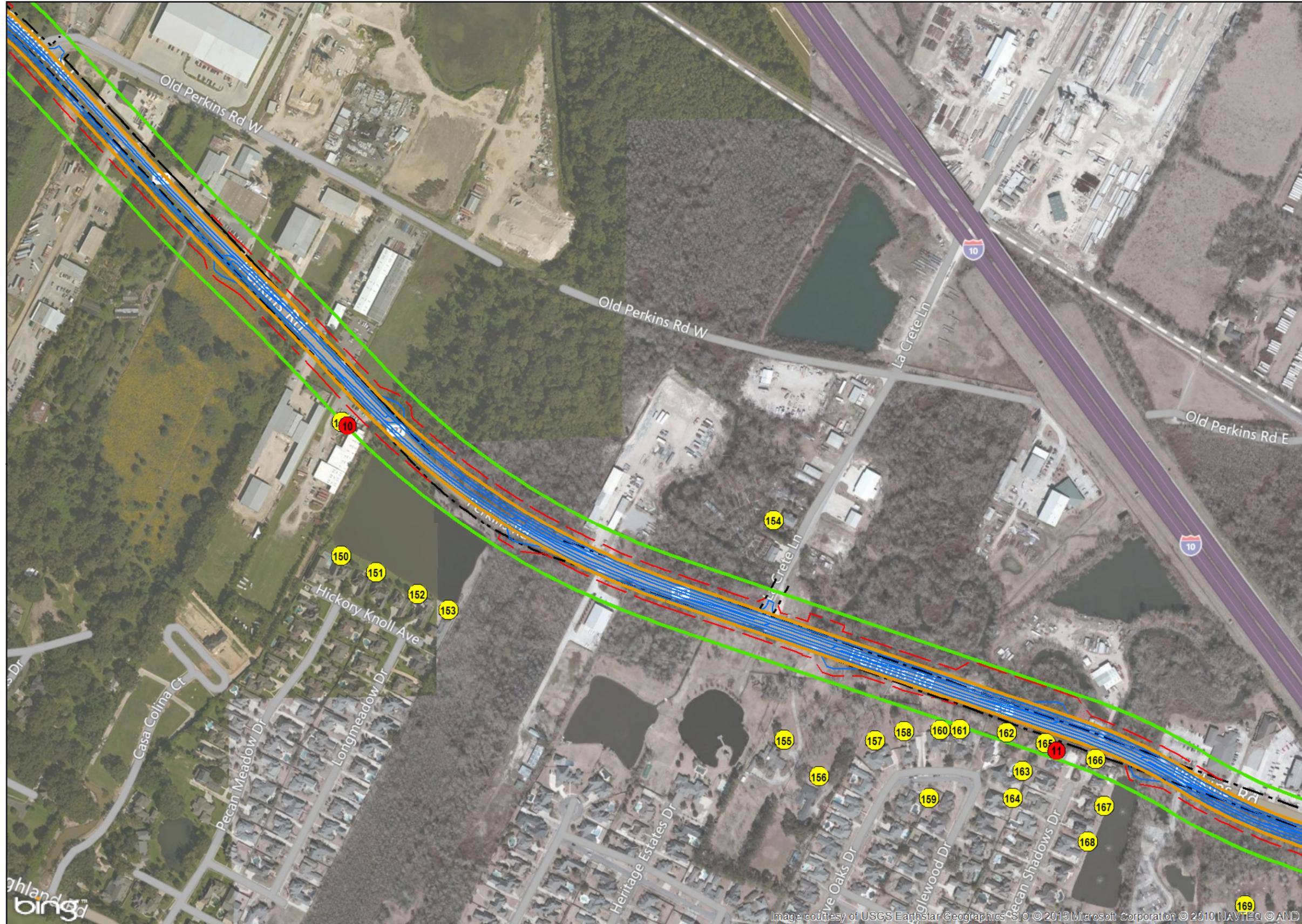
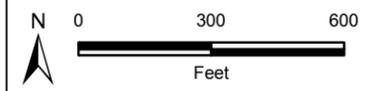


Figure 8
Page 2 of 4



Legend

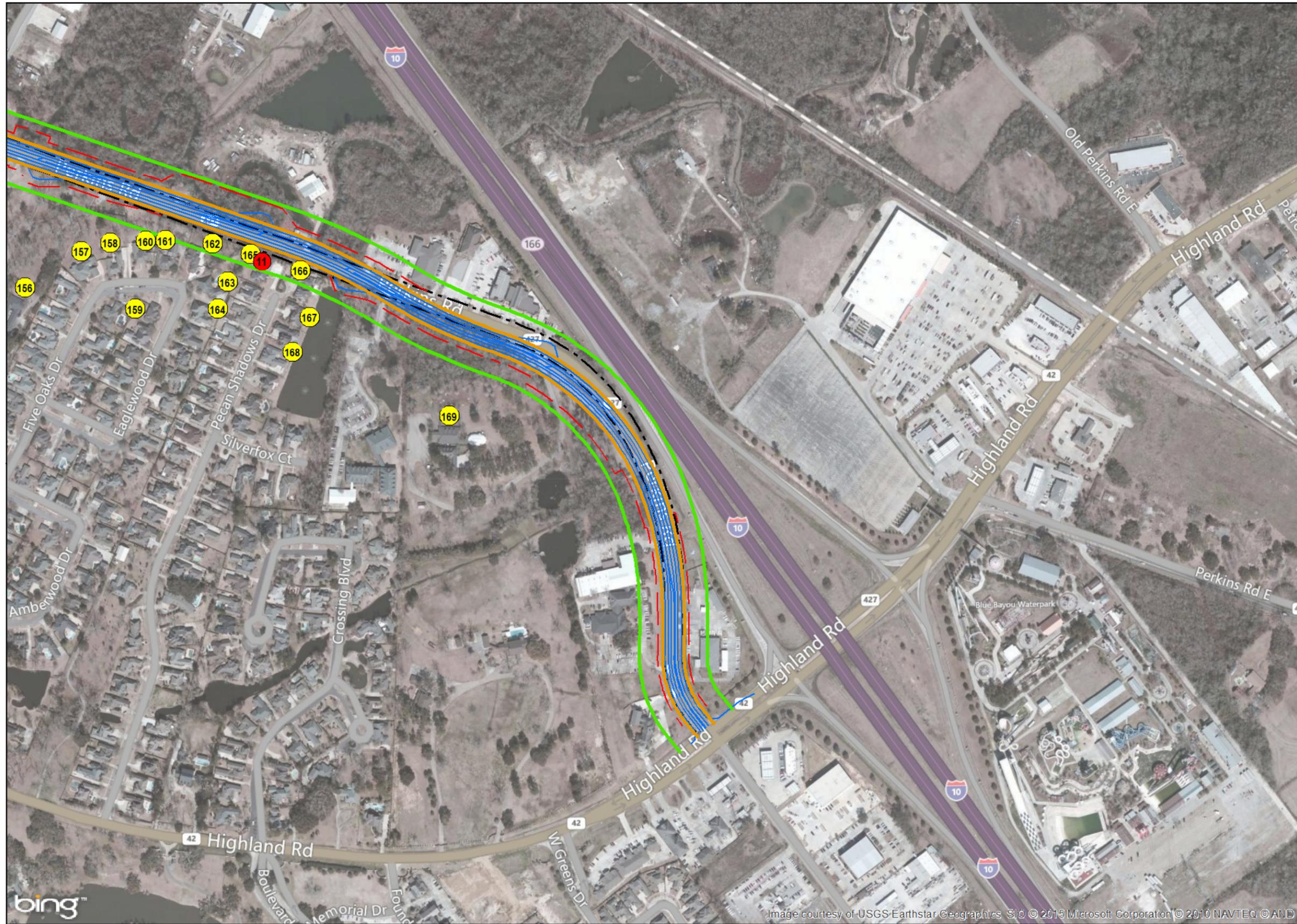
- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - Existing Right of Way



Location Map

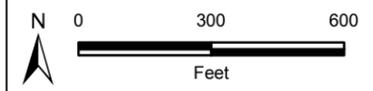


Figure 8
Page 3 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - Existing Right of Way



Location Map



**Figure 8
Page 4 of 4**



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

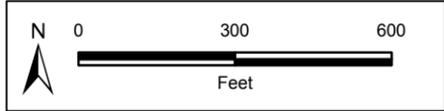
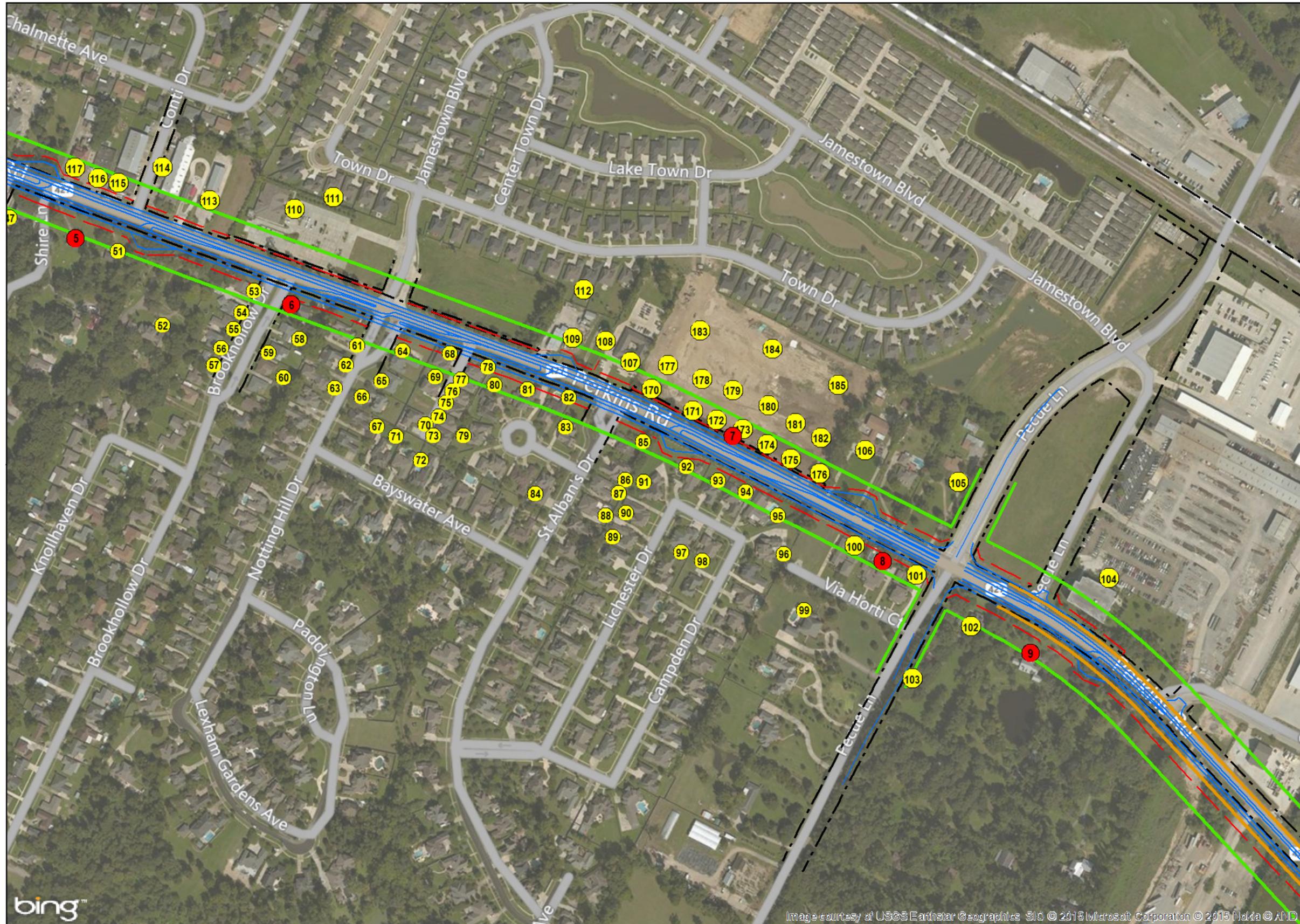


Figure 9
Sheet 1 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

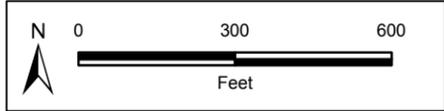
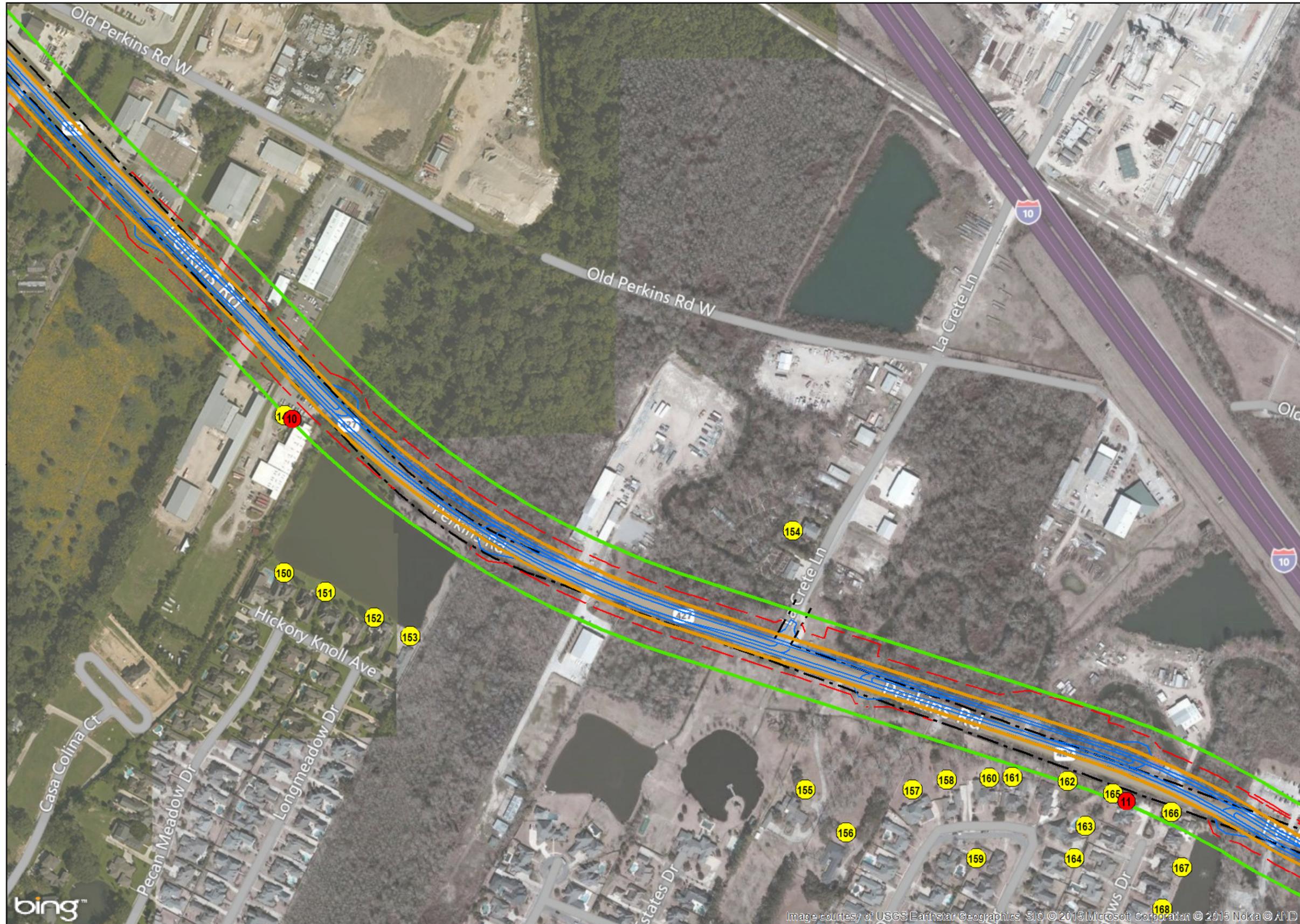


Figure 9
Sheet 2 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- - - Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

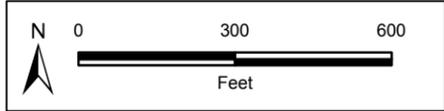


Figure 9
Sheet 3 of 4



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- - - Existing Right of Way

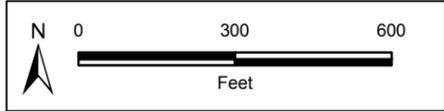
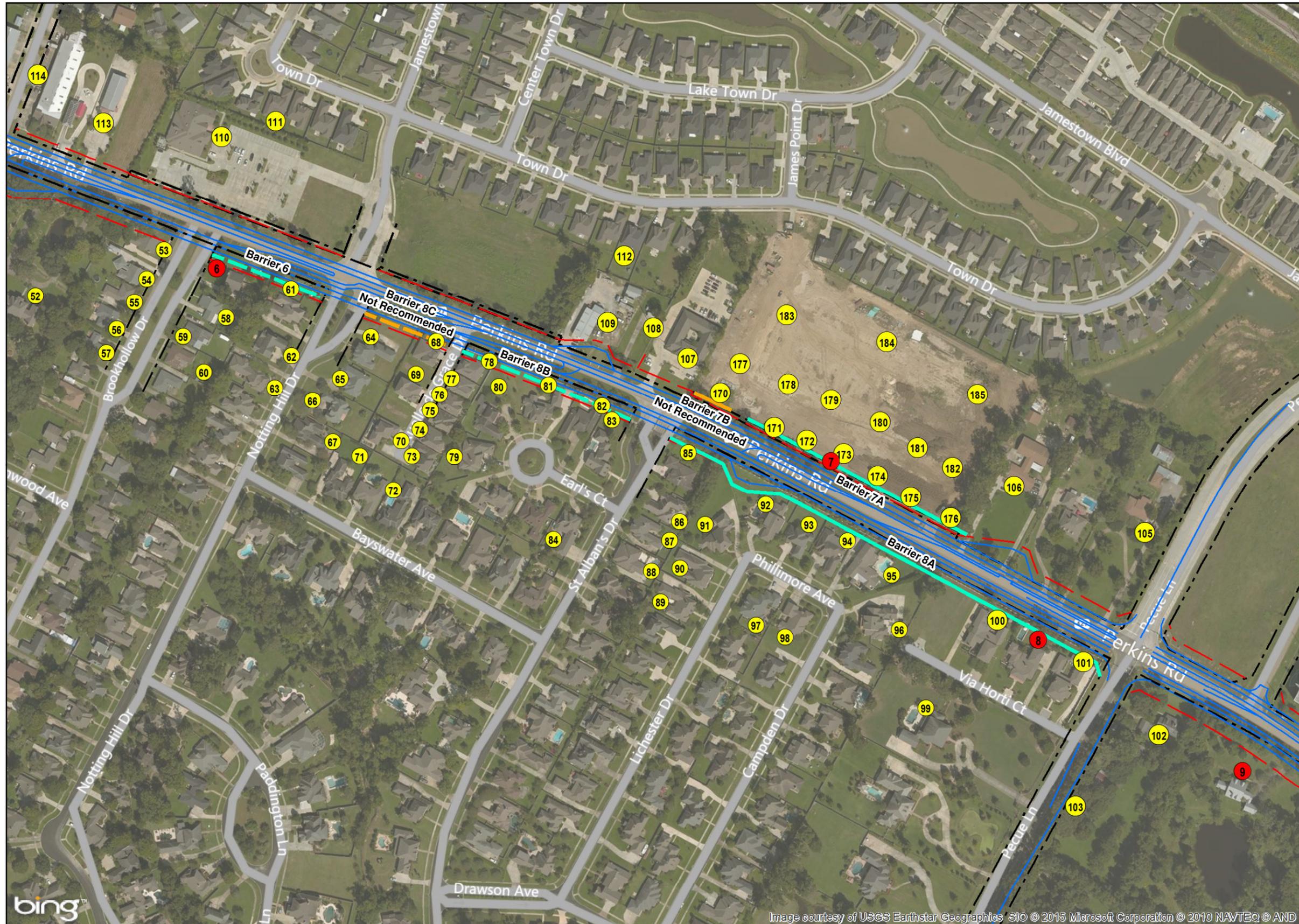
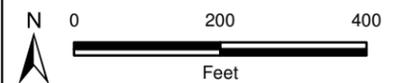


Figure 9
Sheet 4 of 4



Legend

- # Noise Measurement Site
- # Noise Receiver Site
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way
- Preliminary Noise Barrier Location
- Preliminary Noise Barrier Location for Alts 2B and 3 Only
- Preliminary Noise Barrier Location Not Recommended
- Preliminary Noise Barrier Location for Alts 2B and 3 Only Not Recommended



Location Map



Figure 10



Legend

- # Noise Measurement Site
- # Noise Receiver Site
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way
- Preliminary Noise Barrier Location

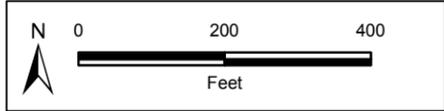


Figure 11

APPENDIX A

PROTOCOL FOR NOISE TECHNICAL ANALYSIS

Improvements to
Perkins Road (LA 427)
Siegen Lane to Highland Road
State Project No. H.002344
City-Parish Project No. 12-CS-HC-0015

Prepared for
East Baton Rouge Parish
Department of Public Works

August 30, 2014

Revised January 21, 2015



URS Corporation
7389 Florida Blvd., Suite 300
Baton Rouge, Louisiana 70806
225/922-5700

PROTOCOL FOR NOISE TECHNICAL ANALYSIS:

IMPROVEMENTS TO PERKINS ROAD (LA 427) FROM 1,200 FT. WEST OF SIEGEN LANE TO THE HIGHLAND ROAD INTERSECTION

Background and Project Description

The following sections describe the procedures that will be followed to evaluate the effects of proposed improvements to Perkins Road between Siegen Lane and Highland Road in Baton Rouge, Louisiana on the ambient noise environment. This document has been prepared in compliance with relevant regulations and guidance of the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), including *Highway Traffic Noise Policy* (Louisiana Department of Transportation and Development, July 2011), *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR Part 772), *Highway Traffic Noise: Analysis and Abatement Guidance* (Federal Highway Administration, December 2011), and *Measurement of Highway-Related Noise* (Federal Highway Administration, 1996). The noise analysis will be performed as part of the preparation of an environmental assessment for the Perkins Road project.

As originally proposed in 2013, the project, part of the East Baton Rouge Parish Green Light Plan, involved the widening of Perkins Road (LA 427) from approximately 1,200 feet west of the Siegen Lane intersection eastward to 1,000 feet east of the Pecue Lane intersection, a distance of approximately 1.8 miles (East Baton Rouge Parish, Department of Public Works, July 13, 2013). At the western project terminus, the project would connect with a previous Green Light Plan project that involved the widening of Perkins Road from Bluebonnet Boulevard to Siegen Lane. As part of the project, Perkins Lane would be widened from two to four 12-foot lanes with curb and gutter, a raised median (either 16 feet or 30 feet in width, depending on alternative), and sidewalks on both sides throughout the length of the project corridor. The median would be broken only at signalized intersections and for U-turns spaced according to LADOTD guidelines. All minor intersections between Siegen Lane and Pecue Lane would operate as right-in, right-out only. Three build alternatives and the no-build option were evaluated for potential impacts as part of the preparation of an environmental assessment for this project.

A *Protocol for Noise Technical Analysis* was prepared and approved by LADOTD in August 2013 for the Siegen Lane to Pecue Lane (Segment 1) project. Based on this *Protocol*, ambient noise measurements were performed at nine sites representing potentially noise sensitive receivers (see **Attachment** pages 1-10). Ambient noise measurements were used to confirm calibration of the TNM noise model. Future year noise levels for all project alternatives were modeled and evaluated using LADOTD/FHWA impact criteria. The results were documented in a *Draft Noise Technical Report* dated November, 2013 and summarized in the draft environmental assessment prepared for the project. While these and other project documents were under internal review, and prior to their release to the public, the decision was made to extend the project beyond the previous eastern project terminus at Pecue Lane to a new terminus at Highland Road. The project now extends a total distance of 3.6 miles from Siegen Lane to Highland Road. The project alternatives remain the same. The extension of the project required that all environmental analyses and draft documents (including those supporting the noise analysis) that were previously prepared for the Siegen Lane to Pecue Lane (Segment 1) corridor had to be updated to include the addition of the Perkins Road section from Pecue Land to Highland Road.

This revised *Protocol for Noise Technical Analysis* updates the protocol prepared for the Siegen Lane to Pecue Lane (Segment 1) project. It addresses the work that will be performed to evaluate project noise impacts along Perkins Road between Pecue Lane and Highland Road and incorporates these results into the previously-prepared *Draft Noise Technical Report*, which will now document project noise impacts for the entire corridor from Siegen Lane to Highland Road. This revised protocol will not modify the procedures used to complete the noise analysis for the Siegen Lane to Pecue Lane (Segment 1) project, nor will it affect the previously-determined noise analysis results.

Review of Background Data and Corridor Inspection

Data on land use and planned development proposals in the portion of the project corridor between Pecue Lane and Highland Road, along with preliminary traffic data, were reviewed as the first step in preparing the updated technical approach for the noise analysis. Recent aerial base mapping was used to depict the proposed project right-of-way limits for each alternative under consideration. The project corridor was inspected to note any changes in land use from that depicted on project mapping and to understand traffic patterns and congestion conditions. Information was also obtained on the status of any development plans for tracts of undeveloped land on Perkins Road between Pecue Lane and Highland Road.

Land use and development in the portion of the project corridor between Pecue Lane and Highland Road is significantly different than land use in the section between Siegen Lane and Pecue Lane. Abutting land uses in the Pecue Lane-Highland Road portion of the corridor are dominated by large tracts of vacant, undeveloped land and scattered commercial and institutional developments, interspersed with several large ponds or retention basins. There are no isolated single-family residential properties except those in or near the southeast quadrant of the Perkins Road-Pecue Lane intersection, and there is only one major concentrated residential development, which consists of properties located on Five Oaks Drive and Pecan Shadows Drive. Access to these properties is via Highland Road; no residences front on Perkins Road and there is no access from Perkins. In addition, based on information provided by the Baton Rouge Department of Public Works, there are no proposals for development of vacant tracts of land along Perkins Road between Pecue Lane and Highland Road that have been approved, platted, or permitted by the City as of the date of this revised *Protocol*. As a result of this development pattern, potentially noise sensitive receivers in the project corridor are concentrated in the segment between Siegen Lane and Pecue Lane, which has already been evaluated for project-related noise impacts.

Sites for Determination of Existing Ambient Noise Levels

- **Previously-Selected Ambient Noise Measurement Sites—Siegen Lane to Pecue Lane (Segment 1) Section**

Based on the existing land use and traffic conditions in the project corridor, nine sites were originally selected for ambient noise measurements, as shown on the set of project aerial mapping attached to the end of this document and as described below. The mapping indicates the general location of receivers selected for ambient measurements but does not depict the precise measurement spots at these receivers, which was determined onsite at the time of the

field work. In addition, the site addresses were verified at the time of the fieldwork. The proposed right-of-way limits shown on the attached mapping represent the maximum new right-of-way that could be required under all of the project alternatives and do not represent the right-of-way for any specific alternative. The measurement sites were applicable to all three project alternatives except Site 1 and Site 2, which are located at structures that may be taken under one or more alternatives, as described below.

- Site 1: Private residence at 13246 Perkins Road, representative of a cluster of three private residences on the south side of the road to the west of Mullen Drive, applicable to Alternative 1a and Alternative 2b;
- Site 2: Commercial property at 13168 Perkins Road on the north side of the road to the west of Meadow Park Avenue, applicable to Alternative 3;
- Site 3: Private residence at 13346 Perkins Road, representative of a cluster of four residences on the south side of the road, east of Mullen Drive and west of Potwin Drive;
- Site 4: Private residence at 13712 Kenner Avenue, representative of a group of twelve residences on the north side of Perkins between Metairie Drive and Orleans Drive with rear property lines that abut the Perkins right-of-way;
- Site 5: Private residence at 13925 Perkins Road on the south side of the road, one of a group of relatively widely-spaced residences in this locale;
- Site 6: Private residence at 14314 Perkins Road on the corner of the exit drive from the Brookhollow Glen subdivision;
- Site 7: North side of Perkins Road at the site of the proposed Jamestown at Old Perkins Planned Unit Development;
- Site 8: Private residence at 15009 Via Horti Court whose rear property line abuts the south side Perkins Road right-of-way, one of three residences that abut Perkins Road as a walled community; and
- Site 9: Private single-family residence at 15300 Perkins Road on the south side of the road east of the Pecue Lane intersection.

- **Proposed Sites for Determination of Existing Noise Levels—Pecue Lane to Highland Road Section**

As described previously, the extended project corridor between Pecue Lane and Highland Road is dominated by undeveloped properties with scattered commercial and institutional properties and with only one significant residential development. As a result, the majority of the properties abutting Perkins Road in this portion of the corridor are characterized by land uses that are unlikely to be sensitive to changes in ambient noise levels resulting from the proposed Perkins Road improvements. It was difficult to identify potential noise sensitive receivers within this section of the corridor, unlike the corridor between Siegen Lane and Pecue Lane, which is more fully developed with residential and commercial structures. Upon thorough examination of the Pecue Lane to Highland Road section, only two sites were selected for determination of existing noise levels and for assessment of future noise impacts. These sites are described below and shown in **Attachment** pages 8 and 10.

- Site 10: Commercial property located at 16016 Perkins Road consisting of an interior decor and antiques store with outdoor garden statuary display and located adjacent to a retail lumber business with open but covered lumber storage; and
- Site 11: Private single-family residence located at 17510 Pecan Shadows Drive that backs onto Perkins Road and that is representative of the residential development referred to previously that exists along Five Oaks Drive and Pecan Shadows Drive.

It should be noted that Site 9, a single-family residence that was previously evaluated for potential project-related noise impacts, is situated in the southeast quadrant of the Perkins Road/Pecue Lane intersection and, consequently, is located in the extended portion of the project corridor. At Site 1 through Site 9, existing ambient noise levels were previously measured in the field and used to calibrate the TNM model and for determination of project impacts. Due to the minimal number of potentially noise-sensitive receivers and land uses in the Pecue Lane-Highland Road section of the corridor, it is proposed that existing noise levels at Site 10 and Site 11 would be determined by modeling using TNM and existing traffic data rather than performing measurements in the field. Based on the results of the calibration runs that were performed at Sites 1-9, it is believed that modeling at the additional sites in the extended corridor would provide an accurate indication of existing ambient noise levels.

Determination of Existing Ambient Noise Levels—Site 1 Through Site 9

Noise measurements were previously performed at Site 1 through Site 9 on September 4-5, 2013 following procedures outlined in *Measurement of Highway-Related Noise* (Federal Highway Administration, 1996) and in compliance with the LADOTD *Highway Traffic Noise Policy* (2011). Upon arrival at each measurement site, the property owner/occupant was contacted and presented with a letter that briefly described the project and the work to be performed, identified the field personnel as East Baton Rouge Parish contractors, and provided a telephone contact for further information. No objections were raised by any property owners contacted, and the team proceeded with the noise measurement.

Noise measurements were recorded using a Quest Model 2900 Type 2 Integrating/Logging Sound Level Meter (ANSI S1.4-1983, IEC 651-1979, and IEC 804-1985). The noise meter internally records continuous noise levels measuring real time sound level, peak level, maximum level, and hourly equivalent sound level ($L_{eq(h)}$). The meter was set to “slow” response and the weighting set to “A.” Ambient noise measurements were performed only under suitable weather conditions to provide accurate results. There must be no ongoing or recent precipitation during the measurements, relatively dry roadway surfaces, and low wind velocity (preferably less than 10 mph). Evening peak hour measurements at one site were, in fact, stopped and re-taken during the following morning peak hour due to thunderstorm activity. Wind velocity and relative humidity were measured and recorded at each noise measurement site prior to initiating noise readings. The noise meter was calibrated both before and after each measurement. The noise meter was tripod-mounted at a height of approximately five feet (average ear height) and the microphone (with windscreen attached) oriented at a 70° angle toward the predominant noise source, the nearest travel lane of the adjacent roadway. Noise levels were recorded over a period of 20 minutes at each site during or near peak noise hour. During the measurement period, traffic data were manually recorded by vehicle type (automobiles, medium trucks, heavy trucks, buses, and motorcycles). Field data sheets presenting sketches of the meter orientation with respect to the sensitive receiver and the roadway as well as weather and traffic data were prepared for each measurement site for reproduction in the *Draft Noise Technical Report*.

The time of any anomalous, isolated noise events that occurred during the measurement period, such as aircraft flyovers, ambulance sirens, train horns, and dog barking, were recorded. If it was judged that any intermittent, impulsive noise events were of a sufficient magnitude and/or duration that the outcome of the measurement could be significantly affected, the measurement was stopped, the data collected to that point deleted, and the measurement re-started from the beginning. If anomalous noise continued, the measurement at the affected site was discontinued and re-started at another time.

Statistical summaries computed and recorded by an internal meter microprocessor were printed out at each measurement site after the 20-minute measurement to provide hard copy documentation of field measurements and for quality assurance purposes. The summaries included the $L_{eq(h)}$ in decibels on the A-weighted scale, the maximum level (L_{max} in dBA), the peak level (L_{peak} in dBA), and the L_{10} and L_{90} exceedance levels in dBA, which represent the noise levels that are exceeded 10 and 90 percent of the time, respectively, during the measurement period. The printouts were examined for acceptability, including the effects of any anomalous, intermittent noise events, before proceeding to the next measurement site. The measurement were repeated if the printout indicated any questionable results. Copies of the noise meter printouts for each measurement site are included in the *Draft Noise Technical Report* along with a copy of the meter calibration certificate, which will provide evidence of the meter's calibration within the previous 12-month period.

Based on the preliminary traffic study prepared for this project, morning and evening peak hour traffic volumes and levels of service for intersections in the study area did not generate significant differences in ambient noise levels between these two periods (East Baton Rouge Parish, Department of Public Works, March 26, 2013). Consequently, the evening peak period was selected for ambient noise measurements. However, because the study area is subject to typical and frequent summertime afternoon rainfall events at this time of year, it was expected that measurements might also have to be conducted during the morning peak period to insure that roadway surfaces will be as dry as possible. The peak noise hour for noise measurements occurred at or close to the peak traffic hour.

Determination of Existing Ambient Noise Levels—Site 1 Through Site 9

As proposed above, due to the paucity of potential noise-sensitive receivers in the Pecue Lane-Highland Road portion of the project corridor and the small number (two) of suitable sites selected for determination of existing ambient noise levels, the existing noise levels at these sites will be determined using the FHWA Traffic Noise Model TNM version 2.5. The model will first be re-calibrated using the traffic data and ambient noise measurements obtained at Sites 1-9, as performed previously. Modeling will not proceed unless the results of the calibration runs are within 3 dBA of the measured results. The model will then be run using the existing roadway geometry and peak hour traffic data for the Pecue Lane to Highland Road section, including vehicular volumes and composition, at Site 10 and Site 11 to generate the existing ambient noise levels at these sites as $L_{eq(h)}$ in dBA.

Noise Modeling and Impact Assessment

Future noise levels will be modeled for the three build alternatives in the design year (2035). The modeling run will take into account (among other considerations) roadway geometry, design year peak hour traffic volumes by vehicle type, design year vehicle speeds, site topography, obstructions and surface conditions that could affect noise propagation. Model results will be expressed as hourly equivalent sound levels ($L_{eq(h)}$) in dBA.

An adverse noise impact can occur in two ways. First, the FHWA has established noise abatement criteria (NAC) for specific types of land use activities for areas of frequent human use. When predicted project-generated noise levels approach or exceed the NAC corresponding to the adjacent activity category, noise mitigation must be considered. Because noise level changes less than 3 dBA generally cannot be detected by the human ear, the FHWA has given the states the option to establish the meaning of “approach” as a value between one and three dBA below the NAC. LADOTD has defined “approach” as being one dBA below the FHWA NAC (Louisiana Department of Transportation and Development, July 2011). As a result, the NACs that apply to land use activities abutting Perkins Road are defined as follows:

FHWA Noise Abatement Criteria (NAC)¹

Activity Category	FHWA NAC ($L_{eq(h)}$, dBA)	Evaluation Location	Description of Activity Category	In Louisiana, Impact Occurs when Noise Levels Equal or Exceed the Values Below ($L_{eq(h)}$, dBA)
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	56
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	66

Activity Category	FHWA NAC (L _{eq(h)} , dBA)	Evaluation Location	Description of Activity Category	In Louisiana, Impact Occurs when Noise Levels Equal or Exceed the Values Below (L _{eq(h)} , dBA)
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities)	66
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	51
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F (Includes undeveloped lands permitted for these activities).	71
F	--	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.	no value
G	--	--	Undeveloped lands that area not permitted.	no value

¹Source: Louisiana Department of Transportation and Development, *Highway Traffic Noise Policy* (July 2011).

Second, an impact can occur if the future (design) year noise level at a specific location exceeds the existing ambient noise level by 10 dBA or more.

Abatement Analysis When Adverse Noise Impacts are Identified

When an adverse noise impact is predicted to occur based on the modeling results, potential noise abatement must be evaluated. Abatement measures to be examined can include construction of noise barriers, traffic management measures, changes in horizontal and/or vertical geometry, purchase of additional property rights for primarily undeveloped lands to

serve as a noise buffer, and insulation of public use facilities. If a noise abatement measure is to be considered for implementation, it must be determined to be both feasible and reasonable as well as likely to be incorporated into the project. For noise barriers to be considered feasible, they must be capable of achieving at least a 5 dBA reduction at 75% of the first row of noise receivers adjacent to the barrier. Feasibility must also take into account the effects of the abatement measure on a range of other design considerations including safety, drainage, utilities, access to adjacent properties, long-term maintenance, and impacts on other environmental resources. To be considered reasonable, a noise barrier must satisfy three criteria: (1) Achievement of at least an 8 dBA reduction at a minimum of one impacted receiver; (2) satisfy a cost-effectiveness objective of \$35,000 or less per benefitted receiver; and (3) be acceptable to at least 50% of the impacted property owners who will be benefitted by barrier construction. To determine cost-effectiveness, modeling of noise barriers will utilize current unit costs to be obtained from LADOTD. The final environmental assessment for the project will identify any abatement measures that are determined to be reasonable, feasible, and likely to be implemented, but the final decision on proposed abatement will not be made until the final design phase of the project.

Preparation of Revised Noise Technical Report

The *Draft Noise Technical Report* previously prepared for the Siegen Lane-Pecue Lane (Segment 1) project as a stand-alone document and summarized in the *Draft Environmental Assessment* will be updated to include the noise analysis results for the Pecue Lane to Highland Road section, and the EA summary will be revised to include the new results. The revised *Draft Noise Technical Report* will summarize the ambient noise conditions in the project corridor based on the field measurements, observations, and TNM calculations for the entire Perkins Road project corridor from Siegen Lane to Highland Road. The modeling analysis will be described and the results will be used to assess whether adverse noise impacts are predicted to occur in the design year under any of the project alternatives. If adverse impacts are identified, noise abatement measures will be evaluated for reasonableness and feasibility and preliminary recommendations will be made on candidate measures for implementation. The will also qualitatively address Potential noise impacts of project construction activities were previously addressed qualitatively in the original *Draft Noise Technical Report* and measures that can be used, as needed, to reduce such impacts.

The revised *Draft Noise Technical Report* will be submitted to the Parish and LADOTD for review and comment. A final report for public review will be prepared following revisions to the draft document based on any comments received. Final abatement recommendations, if any, along with preliminary comments of the affected property owners, will be presented in the final environmental assessment.

References Cited

East Baton Rouge Parish. July 2006. *Perkins Road—Segment 1 Concept Report*. Available at <http://greenlight.csrsonline.com/>. Baton Rouge, Louisiana.

East Baton Rouge Parish, Department of Public Works. March 26, 2013. *Perkins Road (LA 427) Segment #1 Stage 1 Traffic Study*. Preliminary Draft. Prepared by Stantec. Baton Rouge, Louisiana.

East Baton Rouge Parish, Department of Public Works. July 12, 2013. *Perkins Road (LA 427) Segment 1 Alternatives Analysis*. Preliminary Draft. Prepared by Stantec. Baton Rouge, Louisiana.

Federal Highway Administration. May 1996. *Measurement of Highway-Related Noise*. FHWA-PD-96-046, DOT-VNTSC-FHWA-96-5. Prepared by U.S. Department of Transportation, Research and Special Programs Administration for Federal Highway Administration, Office of Environment and Planning, Washington, D.C.

Federal Highway Administration. December 2011. *Highway Traffic Noise: Analysis and Abatement Guidance*. FHWA-HEP-10-025. Office of Environment and Planning, Washington, D.C.

Louisiana Department of Transportation and Development. October 2009. *Stage 0 Feasibility Study for Widening LA Highway 427—Perkins Road (Siegen Lane to Highland Road)*. State Project 700-17-0213. Baton Rouge, Louisiana.

Louisiana Department of Transportation and Development. July 2011. *Highway Traffic Noise Policy*. Baton Rouge, Louisiana.

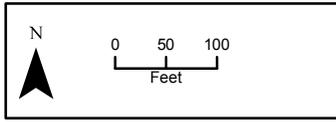
ATTACHMENT

**AMBIENT NOISE MEASUREMENT/
MODELING SITE LOCATIONS**



Legend

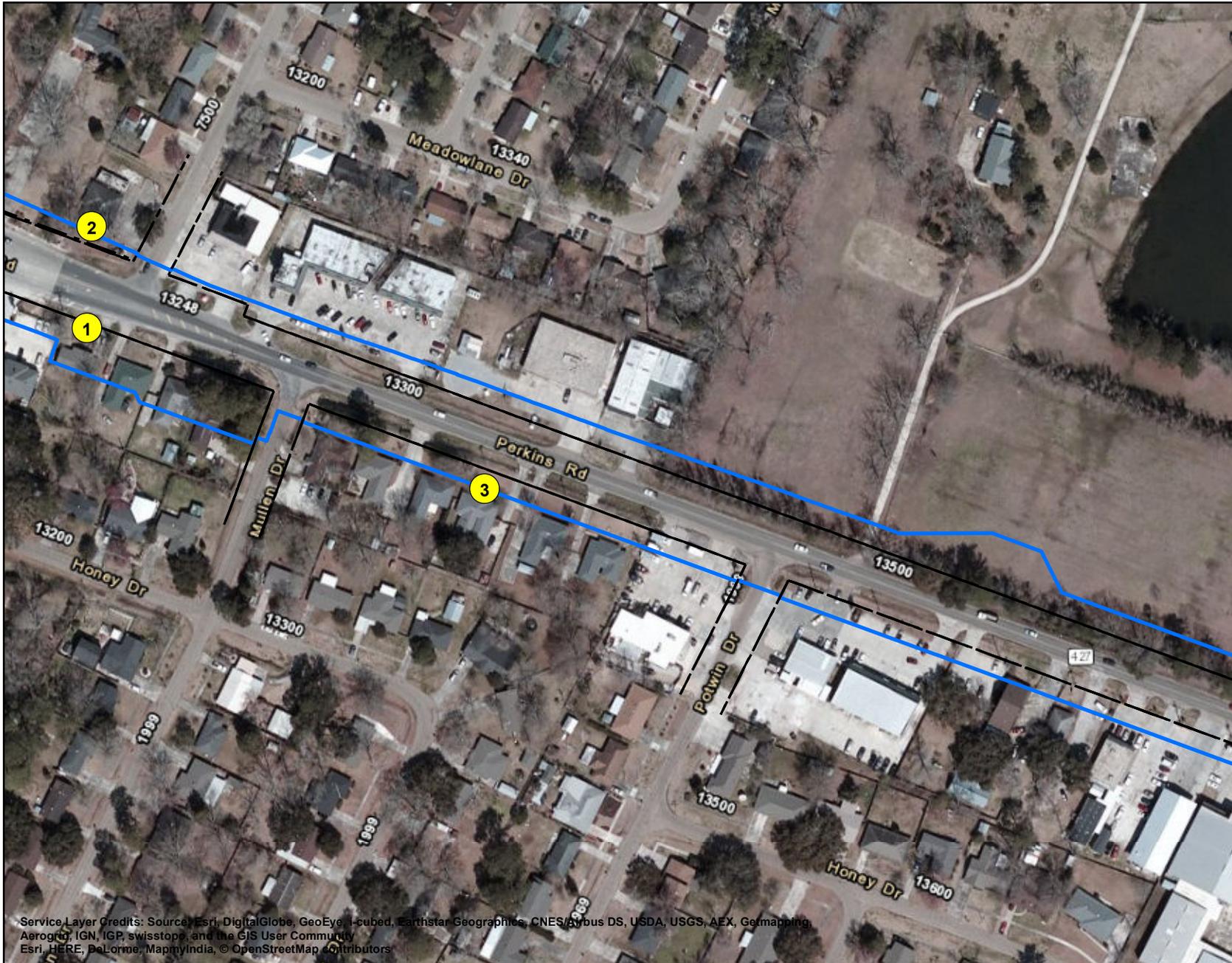
- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



Location Map

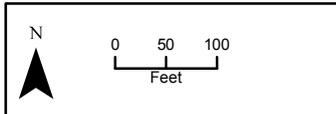


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

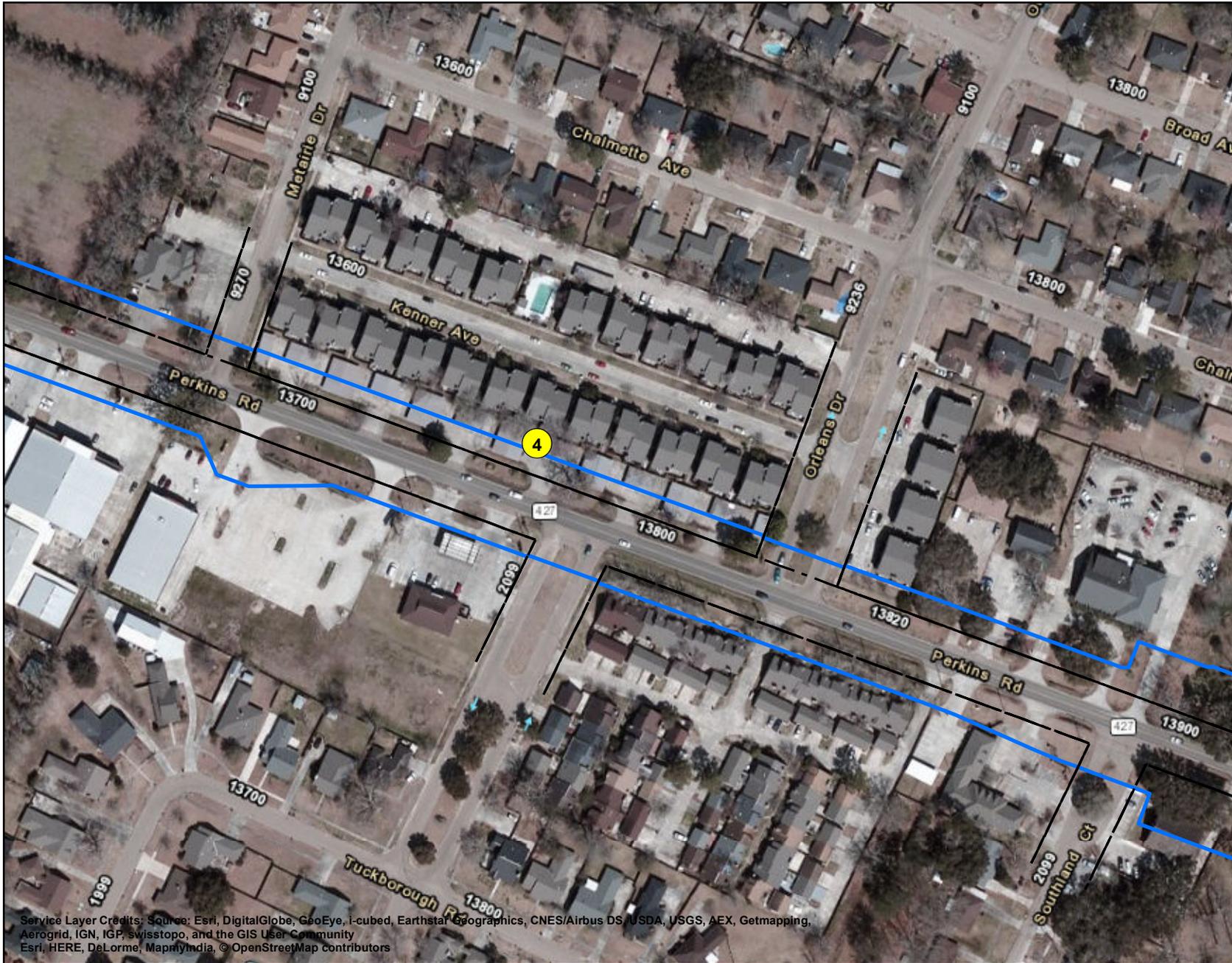
- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



Location Map

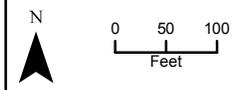


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



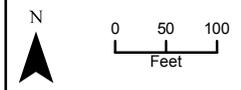
Location Map





Legend

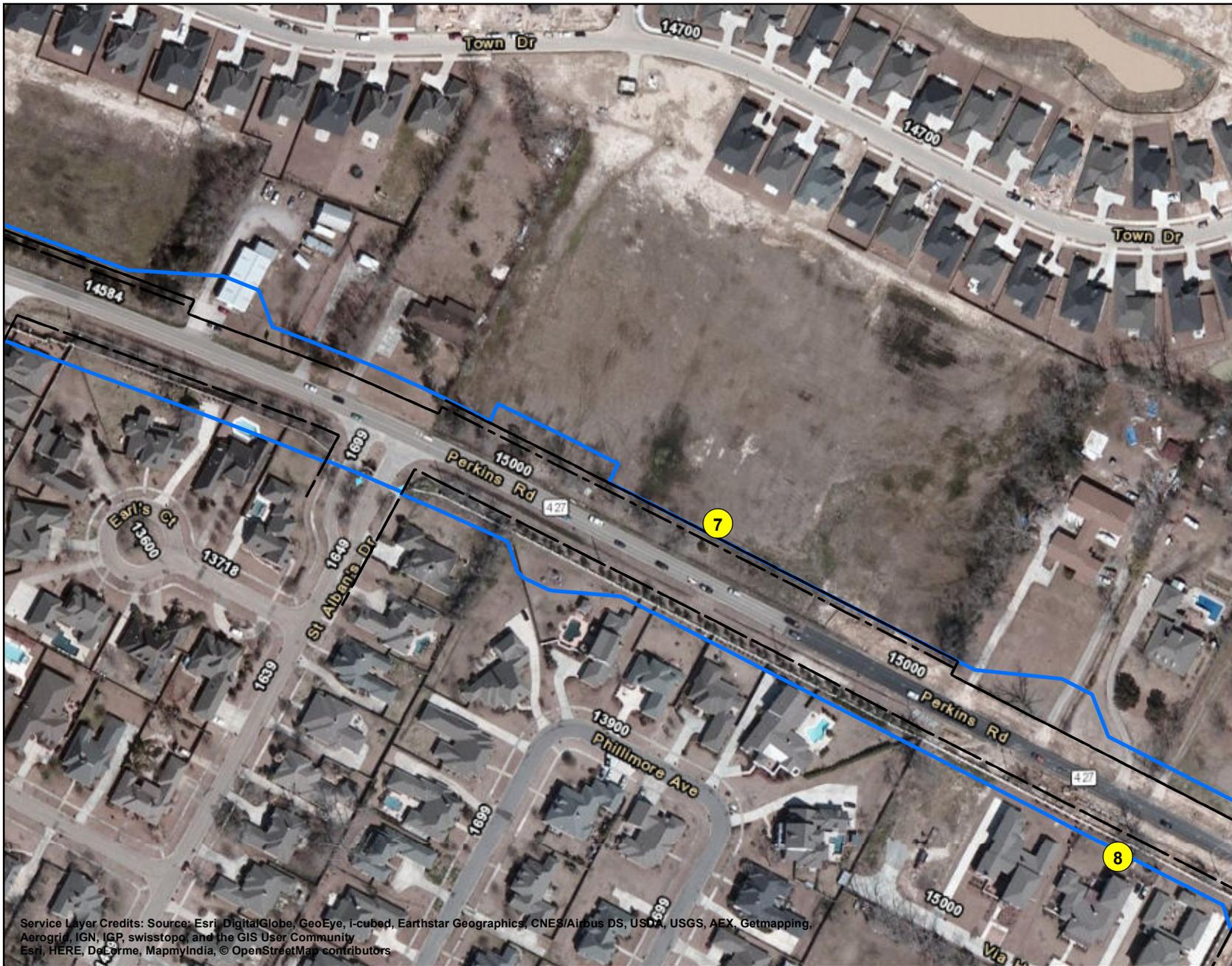
- 1 Noise Measurement/
Modeling Site
- Existing Right of Way
- Maximum Proposed
Right of Way



Location Map



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGA, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



Location Map



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

1 Noise Measurement/
Modeling Site

--- Existing Right of Way

Maximum Proposed
Right of Way



Location Map



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

- 1 Noise Measurement/ Modeling Site
- - - Existing Right of Way
- Maximum Proposed Right of Way



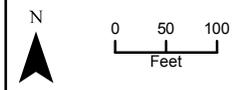
Location Map





Legend

- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



Location Map



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



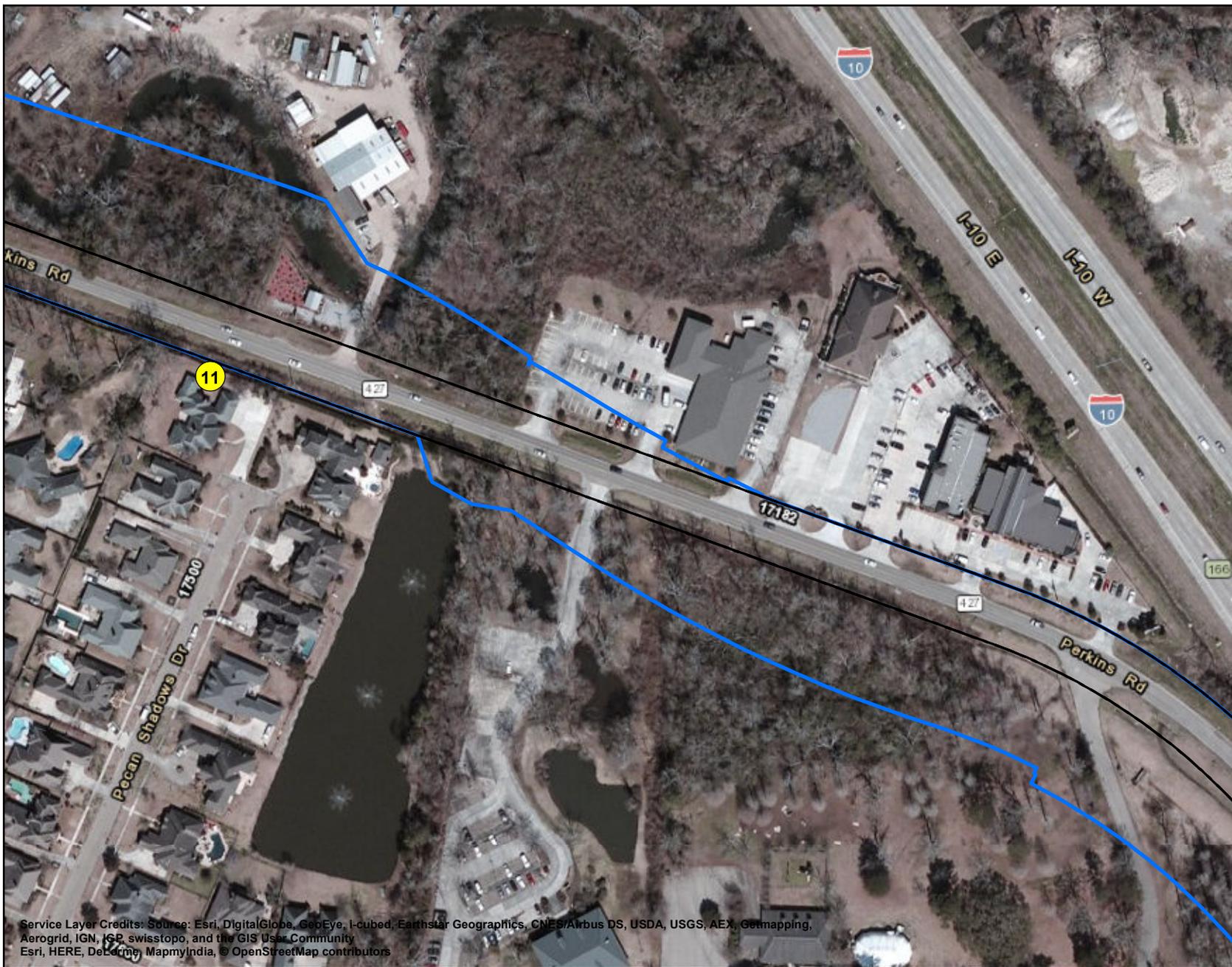
Legend

- Noise Measurement/Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



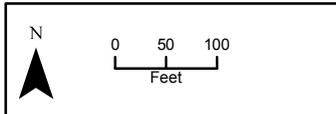
Location Map





Legend

- 1 Noise Measurement/ Modeling Site
- Existing Right of Way
- Maximum Proposed Right of Way



Location Map

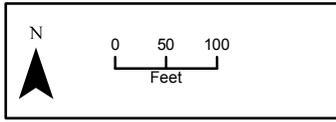


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, I-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

- 1 Noise Measurement/
Modeling Site
- - - Existing Right of Way
- Maximum Proposed
Right of Way



Location Map

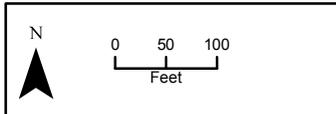


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, SGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors



Legend

- 1 Noise Measurement/
Modeling Site
- Existing Right of Way
- Maximum Proposed
Right of Way



Location Map



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

APPENDIX B

QUEST TECHNOLOGIES
2800 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4

Serial Number: 00E040010

Name Site ① 13246 Perkins

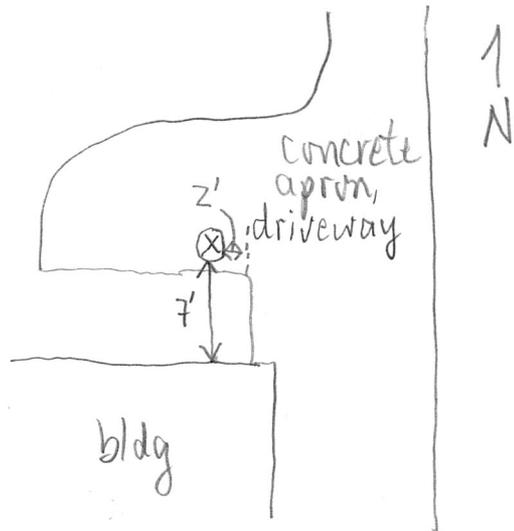
Work Area 9/5/13 6:03p

Comments Vacant private residence; Parish inspection card on window - may be undergoing re-modeling

Motor Calibration: 110.0dB 05-SEP-10 @ 17:00:00

Calibrator:

Serial Number _____ Calibration Date _____



STUDY 1

Notes Seam in road between concrete and asphalt sections causes trucks, buses to bounce, generating more noise. No effect on autos

Temp = 88°F
Wind = 0
RH = 73%

Measuring Parameters:

Range 50-110dB Weighting A Time Constant 0.100
Threshold OFF Exchange Rate 3dB Peak Weighting A

Session Started	Session Stopped	Run Time
05-SEP-10 @ 10:00:04	05-SEP-10 @ 10:20:04	0:20:00
Peak Level 100.4dB	05-SEP-10 @ 10:20:40	
Max Level 90.1dB	05-SEP-10 @ 10:20:40	
Min Level 52.4dB	05-SEP-10 @ 10:14:44	
Overload 0.00%		

LEQ	70.4dB	SEL (C)	101.2dB	TWA	55.6dB	TAKMO	73.6dB
LDM	70.4dB	ONEL	70.4dB	Pd20Sec	5.0		
L1	75.1dB	L10	72.8dB	L50	69.8dB	L90	64.9dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
10:04:04	69.8dB	72.2dB	92.0dB	70.5dB	64.1dB
10:05:04	71.8dB	76.9dB	93.7dB	73.3dB	69.4dB
10:06:04	69.7dB	75.1dB	90.5dB	72.3dB	62.6dB
10:07:04	70.3dB	75.9dB	90.2dB	74.2dB	63.9dB
10:08:04	72.3dB	75.9dB	90.5dB	74.5dB	69.9dB
10:09:04	70.4dB	74.9dB	90.3dB	72.4dB	66.7dB
10:10:04	70.9dB	72.9dB	90.9dB	72.9dB	69.2dB
10:11:04	70.1dB	71.9dB	96.2dB	71.9dB	69.7dB
10:12:04	69.9dB	74.9dB	90.0dB	72.0dB	65.2dB
10:13:04	69.1dB	72.4dB	95.9dB	71.5dB	66.4dB
10:14:04	72.8dB	91.7dB	99.0dB	75.7dB	67.0dB
10:15:04	69.2dB	71.4dB	95.7dB	69.9dB	65.0dB
10:16:04	71.9dB	77.9dB	97.5dB	73.2dB	65.5dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
18:17:04	71.1dB	74.0dB	88.0dB	72.6dB	68.0dB
18:18:04	68.1dB	74.0dB	88.5dB	69.7dB	67.0dB
18:19:04	71.9dB	74.2dB	88.0dB	72.9dB	70.1dB
18:20:04	68.9dB	69.7dB	84.5dB	69.5dB	68.0dB
18:21:04	71.1dB	80.1dB	100.4dB	73.5dB	69.0dB
18:22:04	71.4dB	74.0dB	88.2dB	73.3dB	67.7dB
18:23:04	70.9dB	79.2dB	88.1dB	72.9dB	68.0dB

QUEST TECHNOLOGIES

Site ② 13178 Perkins

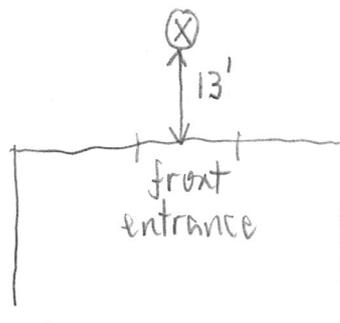
9/5/13 4:40p

Motor Calibration: 110.0dB OE-SEP-10 @ 10:00:41

Calibrator:

to Vacant commercial bldg

See note about road seam for Site ①



Measuring Parameters:

Range 50-110dB Weighting A Time Constant SLOW
 Threshold OFF Exchange Rate 0dB Peak Weighting A

Session Started Session Stopped Run Time
 OE-SEP-10 @:P 0:00%

LEQ	71.0dB	SEL(2)	102.0dB	THA	58.0dB	TAKMS	7E.2dB
L0N	71.0dB	CMEL	71.0dB	P-0000	7.0		
L1	90.0dB	L10	74.0dB	LE0	70.4dB	LE0	6E.0dB1
10:40:40	70.0dB	74.5dB	90.1dB	70.7dB	6E.4dB		
10:41:40	71.1dB	75.2dB	90.1dB	74.2dB	62.0dB		
10:42:40	72.0dB	90.0dB	97.0dB	74.40	70.2dB	60.0dB	
10:43:40	70.0dB	75.0dB	90.007.1dB	90.2dB	74.0dB	6E.0dB	
10:44:40	70.0dB	75.2dB	90.7dB	70.2dB	6E.0dB		
10:45:40	72.1dB	75.0dB	90.0dB	74.0dB	6E.0dB		

Temp = 88°F
 Wind = 0
 RH = 74%

LOCATING (1 MIN)	LEQ	LMAX	LPR	L10	L50
08:07:00 09.100					
10:04:00	71.000	77.000	82.000	70.000	67.000
10:05:00	60.000	77.100	85.700	72.200	62.000
10:06:00	75.000	84.000	87.500	80.000	67.000
10:07:00	74.000	84.200	89.000	79.200	62.200

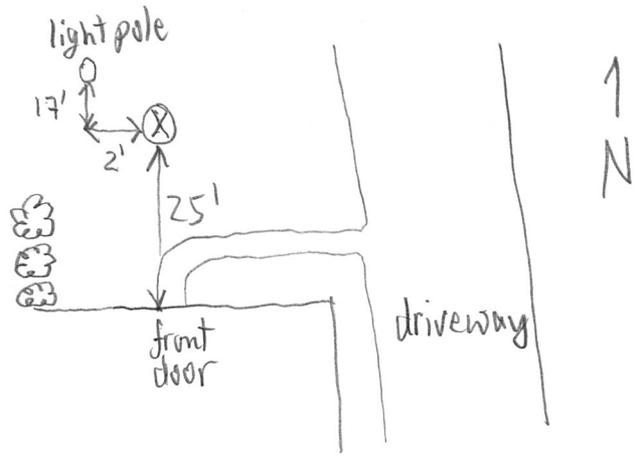
QUEST TECHNOLOGIES
2000 INTEGRATING ACOUSTIC SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: QDE040010

Name Site ③ 13346 Perkins

Work Area 9/4/13 4:45p

Comments Vacant private residence



Motor Calibration: 110.0dB 04-SEP-10 @ 16:42:50

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____

Temp = 84°F
Wind = 0
RH = 71%

Measuring Parameters:					
Range	EQ-110dB	Weighting	A	Time Constant	FAST
Threshold	OFF	Exchange Rate	0dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
04-SEP-10 @ 16:45:10	04-SEP-10 @ 17:00:10	0:20:00
Peak Level	04-SEP-10 @ 16:46:10	
Max Level	04-SEP-10 @ 16:49:14	
Min Level	04-SEP-10 @ 16:49:00	
Download	0.00%	

LEQ	EQ	SEL	LAeq	TWA	CE	TAVMG	72
LEQ	EQ	SEL	LAeq	TWA	CE	TAVMG	72
LDN	EQ	SEL	EQ	0-2000	A		
L1	70	L10	71	LEQ	EQ	L90	EQ

LOCATING (1 MIN)	LEQ	LMAX	LDN	L10	L90
Study 1					
16:46:10	69.0dB	79.0dB	67.0dB	70.0dB	64.0dB
16:47:10	67.1dB	72.0dB	66.4dB	70.0dB	60.7dB
16:48:10	70.0dB	74.0dB	69.0dB	72.0dB	62.0dB
16:49:10	69.2dB	73.4dB	67.0dB	71.0dB	67.0dB
16:50:10	67.4dB	72.0dB	66.0dB	70.2dB	60.1dB
16:51:10	69.1dB	72.0dB	67.4dB	71.2dB	65.0dB
16:52:10	69.4dB	73.0dB	67.7dB	70.1dB	62.4dB
16:53:10	70.0dB	73.0dB	66.7dB	71.0dB	67.5dB
16:54:10	71.0dB	73.7dB	67.0dB	72.0dB	60.4dB
16:55:10	67.4dB	71.2dB	67.0dB	69.0dB	60.7dB
16:56:10	69.0dB	71.0dB	66.0dB	70.0dB	62.4dB
16:57:10	69.0dB	73.0dB	69.0dB	70.2dB	64.0dB
16:58:10	69.7dB	74.4dB	69.0dB	72.0dB	60.0dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
16:59:10	70.1dB	74.5dB	97.0dB	70.0dB	66.0dB
17:00:10	70.3dB	74.4dB	97.4dB	70.5dB	66.0dB
17:01:10	69.0dB	73.2dB	97.7dB	71.4dB	66.4dB
17:02:10	70.5dB	73.9dB	97.0dB	72.6dB	67.7dB
17:03:10	69.2dB	74.7dB	99.6dB	72.6dB	66.7dB
17:04:10	69.0dB	72.6dB	96.0dB	71.2dB	62.0dB
17:05:10	69.2dB	73.5dB	97.0dB	71.0dB	62.0dB

QUEST TECHNOLOGIES

QUEST TECHNOLOGIES

2000 INTEGRATING/AUGMENTED SOUND LEVEL METER

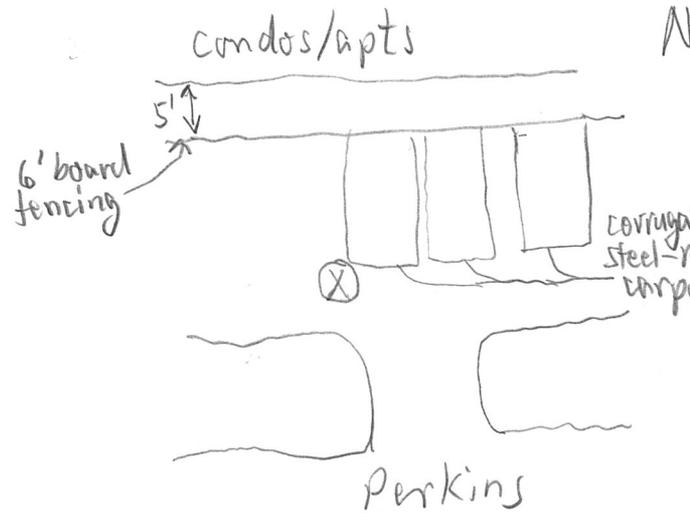
Unit Version Number: 02.4

Serial Number: 00E040010

Name Site ④ rear of 13712 Kenner Ave

Work Area 9/4/13 5:23p

Comments Edge of car port



Meter Calibration: 110.0dB 04-SEP-10 @ 17:10:01

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____

Temp = 89°F
Wind = 0
RH = 65%

Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	SLIM
Threshold	0dB	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
04-SEP-10 @ 17:20:04	04-SEP-10 @ 17:42:00	0:20:00
Peak Level	04-SEP-10 @ 17:25:20	
Max Level	04-SEP-10 @ 17:25:20	
Min Level	04-SEP-10 @ 17:40:01	
Overload	0.00%	

LEQ	67.5dB	SEL(3)	69.0dB	TWA	69.7dB	TAVMG	71.1dB
L0N	67.5dB	ONE1	67.5dB	Pd2000	2.7		
L1	74.2dB	L10	70.4dB	L50	68.0dB	L90	61.0dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:24:04	68.4dB	70.0dB	69.0dB	69.0dB	64.0dB
17:25:04	70.0dB	69.0dB	64.0dB	72.7dB	60.0dB
17:27:04	69.7dB	70.0dB	61.1dB	70.1dB	61.0dB
17:29:04	68.4dB	69.4dB	61.0dB	69.70.0dB	64.0dB
17:32:04	67.9dB	72.0dB	67.4dB	71.0dB	60.4dB
17:33:04	69.2dB	70.1dB	69.7dB	71.0dB	60.0dB
17:34:04	67.5dB	71.0dB			

LOCINO (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:07:04	67.5dB	70.0dB	66.1dB	70.6dB	69.1dB
17:08:04	72.2dB	64.9dB	70.7dB	61.7dB	
17:12:04	66.7dB	72.7dB	66.6dB	69.1dB	62.0dB
17:19:04	66.7dB	71.5dB			

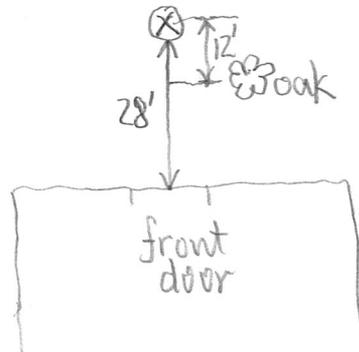
QUIET TECHNOLOGIES
2000 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: 00E040010

Name Site ⑤ 13930 Perkins

Work Area 9/5/13 7:39a

Comments Vacant residence



↑
N

Meter Calibration: 110.1dB 05-SEP-13 @ 07:06:22

Calibrator:
Serial Number _____ Calibration Date _____

STUDY 1
Notes School bus stopped for pick-up in line with meter @ 7:44-7:45

Temp = 84°F
Wind = 0
RH = 81%

Measuring Parameters:

Range 50-110dB Weighting A Time Constant SLOW
Threshold OFF Exchange Rate 0dB Peak Weighting A

Session Started	Session Stopped	Run Time
05-SEP-13 @ 07:00:12	05-SEP-13 @ 07:00:12	0:20:00
Peak Level 95.0dB	05-SEP-13 @ 07:47:00	
Max Level 77.5dB	05-SEP-13 @ 07:47:00	
Min Level 52.0dB	05-SEP-13 @ 07:00:00	
Overload 0.00%		

LEQ	64.1dB	SCL(O)	94.0dB	TWA	50.0dB	TAVMG	57.0dB
L90	64.1dB	ONEL	64.1dB	P-20Sec	1.2		
L1	71.0dB	L10	66.0dB	L50	60.0dB	L90	59.5dB

LOGGING (1 MIN)

	LEQ	LMAX	L90	L10	L90
--	-----	------	-----	-----	-----

Study 1

07:40:12	64.1dB	69.0dB	60.4dB	66.0dB	60.0dB
07:41:12	62.0dB	67.5dB	60.7dB	66.4dB	61.0dB
07:42:12	61.7dB	66.7dB	60.0dB	66.0dB	61.0dB
07:43:12	66.0dB	68.4dB	60.0dB	66.0dB	62.1dB
07:44:12	61.4dB	66.7dB	70.0dB	64.0dB	60.1dB
07:45:12	62.4dB	67.0dB	70.0dB	66.0dB	61.0dB
07:46:12	62.0dB	66.0dB	60.4dB	64.5dB	60.0dB
07:47:12	67.0dB	77.5dB	60.0dB	72.0dB	67.0dB
07:48:12	64.0dB	70.0dB	66.0dB	66.1dB	60.4dB
07:49:12	63.0dB	66.0dB	60.4dB	66.0dB	60.0dB
07:50:12	61.0dB	64.0dB	70.0dB	60.1dB	60.0dB
07:51:12	63.0dB	66.4dB	60.4dB	66.0dB	60.7dB
07:52:12	63.4dB	66.0dB	70.0dB	66.5dB	60.0dB

LOGGING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
07:50:12	64.1dB	69.9dB	92.4dB	66.2dB	61.0dB
07:54:12	62.2dB	69.1dB	94.9dB	67.0dB	60.0dB
07:55:12	65.1dB	71.9dB	99.5dB	69.5dB	60.6dB
07:56:12	64.0dB	69.4dB	92.7dB	67.6dB	60.9dB
07:57:12	62.7dB	69.9dB	92.2dB	65.5dB	60.1dB
07:59:12	64.4dB	69.5dB	92.4dB	67.4dB	60.2dB
07:59:12	64.0dB	67.9dB	91.5dB	65.9dB	62.0dB

QUEST TECHNOLOGIES
2000 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Location Number: 02.4 Serial Number: 00F040010

Name Site ⑥ 14314 Perkins

Work Area 9/5/13 8:42a

Comments Property abuts exit of Brook-hollow Glen subdivision

Motor Calibration: 110.1dB 05-SEP-13 @ 09:18:10

Calibrator: Social Number Calibration Date

STUDY 1
Notes

Measuring Parameters:

Range	50-110dB	Weighting	A	Time Constant	GL04
Threshold	OFF	Exchange Rate	0dB	Peak Weighting	A
Session Started	05-SEP-13 @ 09:23:12	Session Stopped	05-SEP-13 @ 09:43:12	Run Time	0:20:00
Peak Level	99.7dB		05-SEP-13 @ 09:41:01		
Max Level	72.9dB		05-SEP-13 @ 09:30:10		
Min Level	48.9dB		05-SEP-13 @ 09:37:20		
Overload	0.00%				

LEQ	60.4dB	SEL(5)	94.2dB	TWA	49.8dB	TAVMS	66.5dB
L90	60.4dB	CMEL	60.4dB	Pd2000	1.0		
L1	60.2dB	L10	60.4dB	L50	60.0dB	L90	54.7dB

LOGGING (1 MIN)

Study 1	LEQ	LMAX	L90	L10	L50
09:24:12	60.9dB	66.7dB	64.2dB	64.2dB	64.0dB
09:25:12	60.4dB	67.0dB	70.0dB	66.5dB	60.1dB
09:26:12	60.9dB	67.7dB	62.8dB	66.5dB	60.9dB
09:27:12	62.9dB	66.0dB	70.7dB	66.2dB	60.7dB
09:28:12	60.7dB	66.5dB	62.8dB	66.5dB	60.0dB
09:29:12	62.9dB	67.4dB	61.3dB	66.0dB	60.6dB
09:30:12	60.1dB	60.1dB	61.0dB	66.5dB	60.5dB
09:31:12	66.1dB	72.0dB	67.0dB	60.9dB	66.0dB
09:32:12	60.9dB	60.7dB	60.1dB	66.5dB	66.5dB
09:33:12	64.2dB	60.8dB	64.0dB	66.0dB	60.3dB
09:34:12	60.1dB	67.0dB	60.2dB	66.7dB	60.9dB
09:35:12	60.5dB	67.2dB	61.3dB	66.0dB	61.2dB
09:36:12	62.9dB	67.0dB	62.8dB	66.7dB	62.3dB

Perkins EB



Temp = 84°F
Wind = 0
RH = 72%

LOCATING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
00:07:12	61.0dB	67.0dB	69.0dB	65.1dB	61.2dB
00:08:12	61.0dB	67.0dB	69.0dB	65.2dB	60.2dB
00:09:12	61.0dB	71.4dB	64.0dB	66.0dB	66.0dB
00:10:12	61.2dB	69.0dB	64.0dB	66.0dB	60.4dB
00:11:12	61.1dB	69.6dB	69.7dB	65.6dB	60.7dB
00:12:12	61.5dB	69.4dB	69.6dB	67.5dB	60.7dB
00:13:12	60.0dB	67.4dB	61.0dB	65.0dB	67.2dB

QUEST TECHNOLOGIES
2800 INTEGRATING/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4

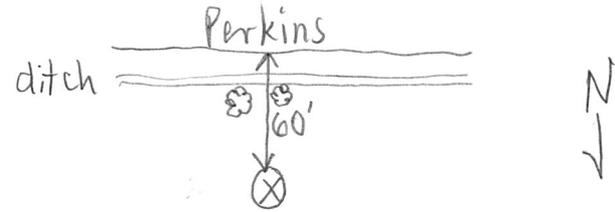
Serial Number: CDE040010

Name Site ⑦ Jamestown at Old Perkins PUD

Work Area 9/5/13 7:07 a

Comments

For meter location, see graphic in Noise Protocol



Meter Calibration: 110.0dB 05-SEP-10 @ 07:01:00

Calibrator:

Serial Number Calibration Date

STUDY 1

Notes Measurement stopped at 18:15 due to start of construction equipment on job site

Temp = 80°F
Wind = 0
RH = 86%

Measuring Parameters:

Range	EQ-110dB	Weighting	A	Time Constant	GLW
Threshold	OFF	Exchange Rate	2dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
05-SEP-10 @ 07:07:42	05-SEP-10 @ 07:25:50	0:18:10
Peak Level	05-SEP-10 @ 07:24:50	
Max Level	05-SEP-10 @ 07:24:50	
Min Level	05-SEP-10 @ 07:22:02	
Overload	0.00%	

LEQ	67.4dB	SEL(5)	67.9dB	TWA	69.2dB	TAVMS	70.2dB
LDM	67.4dB	ONE1	67.4dB	Pa2000	2.4		
L1	70.9dB	L10	70.2dB	LEQ	66.7dB	L90	60.5dB

LOGGING / 1 MIN	LEQ	LMAX	L0K	L10	L90
-----------------	-----	------	-----	-----	-----

Study 1

07:08:42	68.9dB	70.9dB	67.9dB	70.7dB	65.9dB
07:09:42	68.9dB	69.9dB	66.9dB	68.4dB	60.7dB
07:10:42	68.9dB	70.4dB	66.9dB	68.5dB	60.9dB
07:11:42	68.9dB	70.9dB	66.9dB	68.7dB	60.9dB
07:12:42	68.9dB	69.9dB	66.9dB	68.9dB	60.9dB
07:13:42	67.9dB	71.4dB	66.9dB	70.9dB	60.5dB
07:14:42	67.4dB	70.9dB	66.9dB	70.1dB	61.9dB
07:15:42	67.9dB	71.7dB	66.9dB	70.2dB	60.5dB
07:16:42	67.9dB	70.4dB	66.9dB	70.5dB	60.5dB
07:17:42	67.9dB	70.9dB	66.9dB	70.1dB	62.9dB
07:18:42	68.9dB	71.2dB	66.9dB	70.7dB	62.9dB
07:19:42	68.9dB	70.1dB	67.4dB	68.9dB	60.7dB
07:20:42	67.7dB	70.9dB	66.9dB	70.9dB	60.7dB

LOCATING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
07:01:42	67.7dB	71.9dB	66.4dB	70.6dB	65.2dB
07:02:42	66.9dB	71.2dB	62.9dB	69.0dB	65.0dB
07:03:42	67.5dB	72.5dB	65.2dB	69.4dB	64.9dB
07:04:42	65.5dB	69.6dB	62.5dB	67.6dB	63.6dB
07:05:42	71.0dB	66.2dB	66.7dB	76.0dB	61.9dB

QUEST TECHNOLOGIES
2000 INTERACTIVE/LOGGING SOUND LEVEL METER

Unit Version Number: 02.4 Serial Number: 05E040010

Name Site ⑧ 15009 Via Horti Court

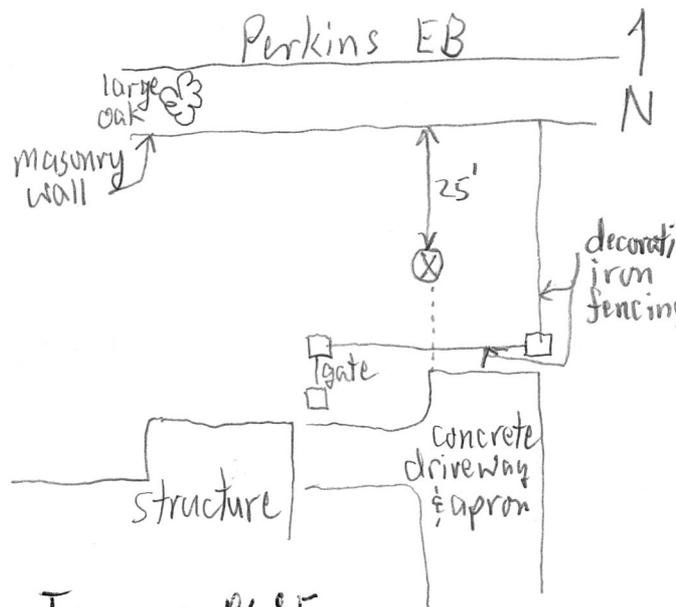
Work Area 9/15/13 5:27p

Comments Single family residence backing onto Perkins ROW, separated by 6 1/2' high masonry wall

Motor Calibration: 110.0dB OE-BEP-10 @ 17:14:47

Calibrator: _____
Serial Number _____ Calibration Date _____

STUDY 1
Notes _____



Temp = 86°F
Wind = 0
RH = 78%

Measuring Parameters:					
Range	40-100dB	Weighting	A	Time Constant	GLW
Threshold	0dB	Exchange Rate	3dB	Peak Weighting	A

Session Started	Session Stopped	Run Time
OE-BEP-10 @ 17:27:00	OE-BEP-10 @ 17:47:01	0:20:00
Peak Level	OE-BEP-10 @ 17:40:52	
Max Level	OE-BEP-10 @ 17:27:01	
Min Level	OE-BEP-10 @ 17:25:01	
Overload	0.00%	

LEQ	69.0dB	SEL(1)	90.1dB	TWA	65.5dB	TAVMS	69.0dB
LBN	69.0dB	ONEL	69.0dB	P-20ms	0.4		
L1	66.0dB	L10	69.0dB	L50	66.7dB	L90	69.0dB

LOGGING (1 MIN)	LEQ	LMAX	L1K	L10	L90
-----------------	-----	------	-----	-----	-----

Study 1					
17:28:00	69.0dB	94.0dB	94.0dB	69.7dB	69.0dB
17:29:00	66.0dB	69.0dB	72.0dB	66.0dB	64.1dB
17:30:00	69.0dB	61.4dB	76.0dB	69.1dB	67.0dB
17:31:00	64.0dB	69.0dB	79.0dB	67.0dB	62.0dB
17:32:00	67.0dB	62.0dB	79.7dB	69.1dB	66.0dB
17:33:00	67.2dB	69.0dB	96.4dB	69.0dB	69.2dB
17:34:00	67.1dB	61.2dB	79.0dB	69.1dB	64.2dB
17:35:00	69.0dB	67.0dB	79.0dB	66.0dB	69.2dB
17:36:00	66.0dB	69.0dB	96.4dB	69.0dB	69.0dB
17:37:00	69.4dB	69.7dB	77.2dB	69.0dB	66.0dB
17:38:00	69.4dB	69.0dB	94.0dB	61.7dB	64.1dB
17:39:00	69.0dB	61.0dB	76.7dB	69.0dB	66.7dB
17:40:00	67.0dB	69.0dB	77.1dB	69.0dB	69.0dB

LOCATING (1 MIN)	LEQ	LMAX	LPK	L10	L90
Study 1					
17:41:00	66.0dB	69.0dB	72.4dB	67.7dB	64.0dB
17:42:00	67.0dB	69.2dB	70.0dB	69.2dB	62.0dB
17:43:00	66.7dB	69.0dB	70.0dB	67.2dB	64.0dB
17:44:00	67.0dB	64.7dB	66.7dB	60.4dB	64.0dB
17:45:00	66.0dB	61.0dB	63.0dB	60.5dB	62.0dB
17:46:00	61.1dB	60.1dB	60.2dB	64.0dB	60.0dB
17:47:00	60.5dB	60.2dB	64.0dB	60.2dB	60.2dB

2000 INTERDATA/2000/2000/2000/2000/2000

Unit Version Number: 02.4

Serial Number: 00E040010

Name Site ⑨ residence at 15300 Perkins

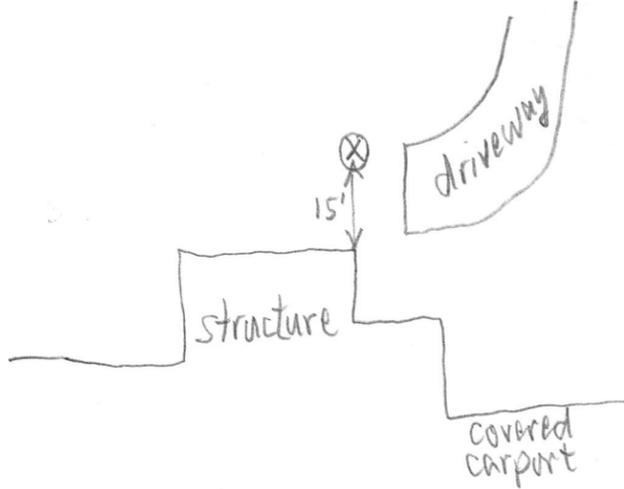
Mark Area 9/5/13 4:05p

Comments

Motor Calibration: 110.0dB 0E-0EP-10 @ 10:01:11

Calibrator:
Serial Number Calibration Date

STUDY 1
Notes



Temp = 84°F
Wind = 0
RH = 81%

Measuring Parameters:
Range 40-100dB Weighting A Time Constant SLOW
Threshold OFF Exchange Rate 0dB Peak Weighting A

Session Started	Session Stopped	Run Time
0E-0EP-10 @ 10:05:37	0E-0EP-10 @ 10:25:30	0:20:00
Peak Level 90.2dB	0E-0EP-10 @ 10:05:39	
Max Level 70.0dB	0E-0EP-10 @ 10:10:00	
Min Level 40.0dB	0E-0EP-10 @ 10:05:00	
Overload 0.00%		

LEQ	EQ. E4D	SEL (0)	90.0dB	TWA	4E.7dB	TAVMO	02.5dB
LDH	00.5dB	ONEI	00.5dB	P=20.00	0.4		
LI	00.4dB	L10	02.0dB	LE0	00.5dB	L90	04.1dB

LOCATING (1 MIN)	LEQ	LMAX	LDK	L10	L90
Study 1					
10:05:37	00.0dB	00.1dB	00.2dB	01.0dB	00.4dB
10:07:37	00.4dB	00.2dB	74.0dB	07.0dB	00.0dB
10:09:37	07.0dB	01.0dB	70.1dB	00.0dB	01.0dB
10:10:37	00.1dB	00.1dB	70.7dB	02.0dB	02.4dB
10:11:37	00.0dB	01.0dB	70.7dB	00.0dB	01.0dB
10:12:37	07.4dB	00.0dB	70.7dB	00.0dB	04.0dB
10:13:37	00.0dB	00.1dB	00.0dB	00.1dB	07.0dB
10:14:37	01.2dB	00.0dB	02.2dB	04.4dB	00.7dB
10:15:37	00.0dB	00.0dB	00.4dB	02.0dB	00.0dB
10:16:37	00.7dB	00.0dB	70.0dB	02.1dB	04.0dB
10:17:37	00.7dB	70.0dB	00.0dB	00.0dB	00.1dB
10:18:37	00.0dB	04.0dB	70.1dB	02.4dB	00.0dB

LOCATING (1 MIN)	LEQ	LMAX	LPK	L10	L50
Study 1					
10:18:07	59.7dB	69.9dB	77.9dB	61.9dB	57.9dB
10:20:07	59.9dB	69.1dB	79.7dB	62.2dB	56.7dB
10:21:07	59.9dB	62.2dB	75.5dB	60.1dB	56.9dB
10:22:07	62.1dB	65.9dB	79.9dB	64.2dB	59.9dB
10:23:07	59.9dB	69.9dB	77.1dB	61.7dB	56.2dB
10:24:07	57.5dB	61.9dB	74.6dB	60.1dB	54.5dB
10:25:07	59.9dB	69.9dB	77.9dB	61.9dB	57.9dB

APPENDIX C



Certificate of Calibration

Certificate No: 5500879CDF040010

Submitted By: URS CORPORATION
3500 CAUSEWAY BLVD
METAIRIE, LA 70002

Serial Number: CDF040010

Date Received: 8/21/2013

Customer ID:

Date Issued: 8/22/2013

Model: 2900 SLM

Valid Until: 8/22/2014

Test Conditions:

Model Conditions:

Temperature: 18°C to 29°C
Humidity: 20% to 80%
Barometric Pressure: 890 mbar to 1050 mbar

As Found: IN TOLERANCE
As Left: IN TOLERANCE

SubAssemblies:

Description:

MICROPHONE QE 7052 1/2 IN. ELECTRET
TYPE 2 PREAMP

Serial Number:

41098
N/A

Calibrated per Procedure: 56V996

Reference Standard(s):

I.D. Number	Device	Last Calibration	Calibration Due
ET0000556	B&K ENSEMBLE	10/13/2012	10/13/2013
ET000304	FLUKE 45 MULTIMETER	2/18/2013	2/18/2015

Measurement Uncertainty:

+/- 2.2% ACOUSTIC (0.19DB) +/- 1.4% VAC +/- 0.1% VDC
Estimated at 95% Confidence Level (k=2)

Calibrated By:


BRYAN RASMUSSEN Service Technician

8/22/2013

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of 3M Detection Solutions.



Certificate of Calibration

Certificate No: 5500879U8080027

Submitted By: URS CORPORATION
3500 CAUSEWAY BLVD
METAIRIE, LA 70002

Serial Number: U8080027

Date Received: 8/21/2013

Customer ID:

Date Issued: 8/22/2013

Model: CA-12B CALIBRATOR

Valid Until: 8/22/2014

Test Conditions:

Model Conditions:

Temperature: 18°C to 29°C

As Found: IN TOLERANCE

Humidity: 20% to 80%

As Left: IN TOLERANCE

Barometric Pressure: 890 mbar to 1050 mbar

SubAssemblies:

Description:

Serial Number:

Calibrated per Procedure: 58V886

Reference Standard(s):

I.D. Number	Device
ET0000556	B&K ENSEMBLE

Last Calibration Date	Calibration Due
10/13/2012	10/13/2013

Measurement Uncertainty:

+/- 1.1% ACOUSTIC (0.1DB) +/- 0.012% HZ
Estimated at 95% Confidence Level (k=2)

Calibrated By:


BRYAN RASMUSSEN Service Technician

8/22/2013

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of 3M Detection Solutions.

APPENDIX D

INPUT: RECEIVERS

Improvements to Perkins Road

							9 April 2015					
							TNM 2.5					
INPUT: RECEIVERS												
PROJECT/CONTRACT:		Improvements to Perkins Road										
RUN:		2013 Existing Conditions										
Receiver												
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.	
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l	NR Goal		
			ft	ft	ft	ft	dBA	dBA	dB	dB		
Noise Measurement Site 1	1	1	3,363,106.0	679,183.8	20.60	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 2	3	1	3,363,083.8	679,328.1	20.60	4.92	0.00	71	10.0	8.0	Y	
Noise Measurement Site 3	5	1	3,363,637.2	678,971.4	19.80	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 4	7	1	3,365,253.5	678,526.6	24.80	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 5	9	1	3,366,281.2	677,890.9	25.30	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 6	11	1	3,367,052.5	677,642.8	28.60	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 7	13	1	3,368,608.2	677,152.4	27.00	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 8	15	1	3,369,142.2	676,702.4	23.40	4.92	0.00	66	10.0	8.0	Y	
Noise Measurement Site 9	17	1	3,369,742.5	676,273.4	14.50	4.92	0.00	66	10.0	8.0	Y	
Site 1	19	1	3,362,231.2	679,424.1	26.80	4.92	0.00	71	10.0	8.0	Y	
Site 2	21	1	3,362,474.2	679,293.4	26.90	4.92	0.00	71	10.0	8.0	Y	
Site 3	23	1	3,362,652.0	679,289.1	23.60	4.92	0.00	71	10.0	8.0	Y	
Site 4	25	1	3,362,744.8	679,278.1	23.70	4.92	0.00	71	10.0	8.0	Y	
Site 5	27	1	3,362,821.8	679,263.6	23.70	4.92	0.00	71	10.0	8.0	Y	
Site 6	29	1	3,362,905.8	679,246.5	23.70	4.92	0.00	71	10.0	8.0	Y	
Site 7	31	1	3,363,000.5	679,175.6	23.80	4.92	0.00	71	10.0	8.0	Y	
Site 8	33	1	3,362,548.5	679,094.6	24.50	4.92	0.00	66	10.0	8.0	Y	
Site 9	35	1	3,362,751.5	679,128.8	23.70	4.92	0.00	66	10.0	8.0	Y	
Site 10	37	1	3,362,841.5	679,092.1	23.70	4.92	0.00	66	10.0	8.0	Y	
Site 11	39	1	3,362,912.0	679,077.3	23.80	4.92	0.00	66	10.0	8.0	Y	
Site 12	41	1	3,363,187.5	679,163.8	20.60	4.92	0.00	71	10.0	8.0	Y	
Site 13	42	1	3,363,243.8	679,134.8	20.60	4.92	0.00	71	10.0	8.0	Y	

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 14	43	1	3,363,299.5	679,032.6	20.60	4.92	0.00	71	10.0	8.0	Y
Site 15	45	1	3,363,404.8	679,043.2	20.70	4.92	0.00	71	10.0	8.0	Y
Site 16	46	1	3,363,509.5	679,031.0	17.60	4.92	0.00	71	10.0	8.0	Y
Site 17	47	1	3,363,581.5	679,003.5	18.30	4.92	0.00	71	10.0	8.0	Y
Site 18	49	1	3,363,371.8	678,890.8	23.90	4.92	0.00	66	10.0	8.0	Y
Site 19	51	1	3,363,453.5	678,854.8	23.90	4.92	0.00	66	10.0	8.0	Y
Site 20	53	1	3,363,733.0	678,943.7	20.80	4.92	0.00	71	10.0	8.0	Y
Site 21	54	1	3,363,758.2	678,899.1	22.30	4.92	0.00	66	10.0	8.0	Y
Site 22	55	1	3,363,891.0	678,814.8	24.20	4.92	0.00	71	10.0	8.0	Y
Site 23	56	1	3,363,566.2	678,832.4	20.80	4.92	0.00	66	10.0	8.0	Y
Site 24	57	1	3,363,678.5	678,788.2	23.10	4.92	0.00	66	10.0	8.0	Y
Site 25	58	1	3,364,158.8	678,740.4	24.30	4.92	0.00	71	10.0	8.0	Y
Site 26	60	1	3,364,058.5	678,571.4	24.30	4.92	0.00	66	10.0	8.0	Y
Site 27	61	1	3,364,305.8	678,419.3	24.40	4.92	0.00	66	10.0	8.0	Y
Site 28	62	1	3,364,363.5	678,665.5	24.39	4.92	0.00	66	10.0	8.0	Y
Site 29	63	1	3,364,502.8	678,580.4	24.45	4.92	0.00	66	10.0	8.0	Y
Site 30	64	1	3,364,476.5	678,422.0	24.44	4.92	0.00	66	10.0	8.0	Y
Site 31	65	1	3,364,727.5	678,493.4	24.56	4.92	0.00	66	10.0	8.0	Y
Site 32	66	1	3,364,940.0	678,144.4	24.67	4.92	0.00	66	10.0	8.0	Y
Site 33	68	1	3,365,183.5	678,343.9	24.79	4.92	0.00	66	10.0	8.0	Y
Site 34	69	1	3,365,374.8	678,306.0	24.89	4.92	0.00	66	10.0	8.0	Y
Site 35	70	1	3,365,425.2	678,294.1	24.91	4.92	0.00	66	10.0	8.0	Y
Site 36	71	1	3,365,470.8	678,277.2	24.94	4.92	0.00	66	10.0	8.0	Y
Site 37	72	1	3,365,511.8	678,261.1	24.96	4.92	0.00	66	10.0	8.0	Y
Site 38	73	1	3,365,361.8	678,147.8	24.88	4.92	0.00	66	10.0	8.0	Y
Site 39	74	1	3,365,321.8	678,062.9	24.86	4.92	0.00	66	10.0	8.0	Y
Site 40	75	1	3,365,604.8	678,227.1	25.01	4.92	0.00	66	10.0	8.0	Y
Site 41	76	1	3,365,653.8	678,200.6	25.04	4.92	0.00	66	10.0	8.0	Y
Site 42	77	1	3,365,698.5	678,186.9	25.05	4.92	0.00	66	10.0	8.0	Y
Site 43	78	1	3,365,743.0	678,122.0	25.08	4.92	0.00	66	10.0	8.0	Y
Site 44	79	1	3,365,679.0	678,020.3	25.05	4.92	0.00	66	10.0	8.0	Y
Site 45	80	1	3,365,535.2	677,821.2	24.98	4.92	0.00	66	10.0	8.0	Y
Site 46	81	1	3,365,899.5	678,046.6	25.17	4.92	0.00	66	10.0	8.0	Y
Site 47	82	1	3,366,037.2	677,959.8	25.25	4.92	0.00	66	10.0	8.0	Y
Site 48	83	1	3,365,867.0	677,906.5	25.15	4.92	0.00	66	10.0	8.0	Y
Site 49	84	1	3,365,851.2	677,849.5	25.15	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 50	85	1	3,365,931.8	677,809.8	25.19	4.92	0.00	66	10.0	8.0	Y
Site 51	86	1	3,366,421.8	677,836.4	25.46	4.92	0.00	66	10.0	8.0	Y
Site 52	87	1	3,366,575.5	677,571.5	25.56	4.92	0.00	66	10.0	8.0	Y
Site 53	88	1	3,366,901.8	677,687.6	29.03	4.92	0.00	66	10.0	8.0	Y
Site 54	89	1	3,366,857.0	677,613.0	26.93	4.92	0.00	66	10.0	8.0	Y
Site 55	90	1	3,366,826.5	677,555.2	25.71	4.92	0.00	66	10.0	8.0	Y
Site 56	91	1	3,366,781.5	677,486.7	25.68	4.92	0.00	66	10.0	8.0	Y
Site 57	92	1	3,366,754.5	677,427.7	25.67	4.92	0.00	66	10.0	8.0	Y
Site 58	93	1	3,367,059.2	677,515.8	25.84	4.92	0.00	66	10.0	8.0	Y
Site 59	94	1	3,366,950.5	677,468.7	25.79	4.92	0.00	66	10.0	8.0	Y
Site 60	95	1	3,367,003.0	677,378.7	25.82	4.92	0.00	66	10.0	8.0	Y
Site 61	97	1	3,367,264.0	677,489.6	25.97	4.92	0.00	66	10.0	8.0	Y
Site 62	98	1	3,367,224.8	677,419.8	25.95	4.92	0.00	66	10.0	8.0	Y
Site 63	99	1	3,367,182.5	677,339.1	25.93	4.92	0.00	66	10.0	8.0	Y
Site 64	100	1	3,367,425.8	677,467.6	26.07	4.92	0.00	66	10.0	8.0	Y
Site 65	101	1	3,367,349.2	677,362.8	26.03	4.92	0.00	66	10.0	8.0	Y
Site 66	102	1	3,367,279.2	677,306.9	25.99	4.92	0.00	66	10.0	8.0	Y
Site 67	103	1	3,367,330.5	677,202.4	26.02	4.92	0.00	66	10.0	8.0	Y
Site 68	104	1	3,367,593.0	677,455.4	26.18	4.92	0.00	66	10.0	8.0	Y
Site 69	105	1	3,367,541.8	677,374.0	26.15	4.92	0.00	66	10.0	8.0	Y
Site 70	106	1	3,367,504.0	677,205.2	26.13	4.92	0.00	66	10.0	8.0	Y
Site 71	107	1	3,367,398.5	677,165.4	26.07	4.92	0.00	66	10.0	8.0	Y
Site 72	108	1	3,367,484.2	677,080.0	26.13	4.92	0.00	66	10.0	8.0	Y
Site 73	109	1	3,367,531.0	677,166.4	26.15	4.92	0.00	66	10.0	8.0	Y
Site 74	110	1	3,367,551.5	677,233.2	26.16	4.92	0.00	66	10.0	8.0	Y
Site 75	111	1	3,367,578.0	677,282.1	26.17	4.92	0.00	66	10.0	8.0	Y
Site 76	112	1	3,367,601.2	677,322.3	26.19	4.92	0.00	66	10.0	8.0	Y
Site 77	113	1	3,367,630.8	677,362.6	26.21	4.92	0.00	66	10.0	8.0	Y
Site 78	115	1	3,367,727.5	677,405.4	26.26	4.92	0.00	66	10.0	8.0	Y
Site 79	116	1	3,367,639.2	677,165.1	26.22	4.92	0.00	66	10.0	8.0	Y
Site 80	117	1	3,367,751.8	677,342.5	26.28	4.92	0.00	66	10.0	8.0	Y
Site 81	118	1	3,367,865.8	677,324.2	26.35	4.92	0.00	66	10.0	8.0	Y
Site 82	119	1	3,368,014.2	677,293.9	26.45	4.92	0.00	66	10.0	8.0	Y
Site 83	120	1	3,367,999.0	677,189.5	26.45	4.92	0.00	66	10.0	8.0	Y
Site 84	121	1	3,367,890.0	676,955.1	26.39	4.92	0.00	66	10.0	8.0	Y
Site 85	122	1	3,368,274.5	677,133.4	26.63	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

Improvements to Perkins Road

Site 86	123	1	3,368,210.0	677,000.1	26.60	4.92	0.00	66	10.0	8.0	Y
Site 87	124	1	3,368,185.2	676,952.1	26.58	4.92	0.00	66	10.0	8.0	Y
Site 88	125	1	3,368,138.8	676,874.7	26.55	4.92	0.00	66	10.0	8.0	Y
Site 89	126	1	3,368,162.8	676,797.8	26.58	4.92	0.00	66	10.0	8.0	Y
Site 90	127	1	3,368,211.5	676,882.8	26.61	4.92	0.00	66	10.0	8.0	Y
Site 91	128	1	3,368,274.5	676,991.7	26.63	4.92	0.00	66	10.0	8.0	Y
Site 92	129	1	3,368,428.2	677,042.9	26.74	4.92	0.00	66	10.0	8.0	Y
Site 93	130	1	3,368,539.5	676,992.4	26.81	4.92	0.00	66	10.0	8.0	Y
Site 94	131	1	3,368,636.2	676,951.5	23.60	4.92	0.00	66	10.0	8.0	Y
Site 95	132	1	3,368,749.0	676,864.6	23.63	4.92	0.00	66	10.0	8.0	Y
Site 96	133	1	3,368,769.2	676,727.6	23.64	4.92	0.00	66	10.0	8.0	Y
Site 97	134	1	3,368,405.0	676,738.8	26.74	4.92	0.00	66	10.0	8.0	Y
Site 98	135	1	3,368,479.0	676,707.9	26.79	4.92	0.00	66	10.0	8.0	Y
Site 99	136	1	3,368,836.8	676,528.5	23.60	4.92	0.00	66	10.0	8.0	Y
Site 100	137	1	3,369,017.8	676,751.1	23.47	4.92	0.00	66	10.0	8.0	Y
Site 101	138	1	3,369,236.2	676,645.6	23.34	4.92	0.00	66	10.0	8.0	Y
Site 102	139	1	3,369,427.0	676,460.5	16.68	4.92	0.00	66	10.0	8.0	Y
Site 103	140	1	3,369,216.5	676,279.3	16.83	4.92	0.00	66	10.0	8.0	Y
Site 104	141	1	3,369,918.5	676,623.7	13.08	4.92	0.00	71	10.0	8.0	Y
Site 105	142	1	3,369,391.2	676,971.6	23.21	4.92	0.00	66	10.0	8.0	Y
Site 106	143	1	3,369,059.8	677,089.6	23.42	4.92	0.00	66	10.0	8.0	Y
Jamestown 50' from Existing ROW	145	1	3,368,719.2	677,124.9	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 100' from Existing ROW	147	1	3,368,754.2	677,160.3	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 150' from Existing ROW	149	1	3,368,791.8	677,196.8	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 200' from Existing ROW	151	1	3,368,827.8	677,233.9	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 250' from Existing ROW	153	1	3,368,862.0	677,270.4	27.00	4.92	0.00	66	10.0	8.0	Y
Site 107	155	1	3,368,231.8	677,413.9	26.59	4.92	0.00	71	10.0	8.0	Y
Site 108	156	1	3,368,144.5	677,490.2	26.53	4.92	0.00	71	10.0	8.0	Y
Site 109	157	1	3,368,027.8	677,503.1	26.45	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 50' from Existir	159	1	3,367,766.2	677,570.8	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 100' from Exist	161	1	3,367,789.5	677,619.3	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 150' from Exist	163	1	3,367,811.2	677,669.6	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 200' from Exist	165	1	3,367,830.2	677,715.8	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 250' from Exist	167	1	3,367,850.0	677,759.2	26.00	4.92	0.00	71	10.0	8.0	Y
Site 110	169	1	3,367,047.5	677,973.9	25.83	4.92	0.00	71	10.0	8.0	Y
Site 111	171	1	3,367,185.2	678,012.4	25.91	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 112	172	1	3,368,070.5	677,672.3	26.47	4.92	0.00	66	10.0	8.0	Y
Site 113	173	1	3,366,747.8	678,009.0	25.64	4.92	0.00	71	10.0	8.0	Y
Site 114	174	1	3,366,581.8	678,130.4	25.55	4.92	0.00	71	10.0	8.0	Y
Site 115	175	1	3,366,424.5	678,075.6	25.46	4.92	0.00	71	10.0	8.0	Y
Site 116	176	1	3,366,352.2	678,092.9	25.42	4.92	0.00	71	10.0	8.0	Y
Site 117	177	1	3,366,271.0	678,130.8	25.37	4.92	0.00	71	10.0	8.0	Y
Site 118	178	1	3,366,005.8	678,255.4	25.23	4.92	0.00	71	10.0	8.0	Y
Site 119	179	1	3,365,899.8	678,343.2	25.17	4.92	0.00	71	10.0	8.0	Y
Site 120	180	1	3,365,839.0	678,408.3	24.65	4.92	0.00	66	10.0	8.0	Y
Site 121	181	1	3,365,699.5	678,368.1	25.06	4.92	0.00	66	10.0	8.0	Y
Site 122	182	1	3,365,721.8	678,440.6	22.88	4.92	0.00	66	10.0	8.0	Y
Site 123	183	1	3,365,532.8	678,417.2	24.97	4.92	0.00	66	10.0	8.0	Y
Site 124	184	1	3,365,447.5	678,533.2	22.53	4.92	0.00	66	10.0	8.0	Y
Site 125	185	1	3,365,138.8	678,578.2	24.77	4.92	0.00	66	10.0	8.0	Y
Site 126	186	1	3,365,061.0	678,677.4	21.82	4.92	0.00	66	10.0	8.0	Y
Site 127	187	1	3,364,910.2	678,669.4	21.37	4.92	0.00	66	10.0	8.0	Y
Site 128	188	1	3,365,144.8	678,709.9	21.49	4.92	0.00	66	10.0	8.0	Y
Site 129	189	1	3,365,390.0	678,697.6	22.28	4.92	0.00	66	10.0	8.0	Y
Site 130	190	1	3,365,533.0	678,565.6	21.69	4.92	0.00	66	10.0	8.0	Y
Site 131	191	1	3,364,811.8	678,742.4	24.61	4.92	0.00	71	10.0	8.0	Y
Site 132	192	1	3,363,841.8	679,063.3	17.60	4.92	0.00	71	10.0	8.0	Y
Site 133	193	1	3,363,731.2	679,109.8	17.55	4.92	0.00	71	10.0	8.0	Y
Site 134	194	1	3,363,489.0	679,236.8	17.45	4.92	0.00	71	10.0	8.0	Y
Site 135	195	1	3,363,289.2	679,305.9	19.39	4.92	0.00	71	10.0	8.0	Y
Site 136	196	1	3,363,822.0	679,232.5	16.21	4.92	0.00	66	10.0	8.0	Y
Site 137	197	1	3,363,584.2	679,327.1	17.32	4.92	0.00	66	10.0	8.0	Y
Site 138	198	1	3,363,244.2	679,432.6	20.64	4.92	0.00	66	10.0	8.0	Y
Site 139	199	1	3,363,256.2	679,482.1	22.09	4.92	0.00	66	10.0	8.0	Y
Site 140	200	1	3,363,281.2	679,538.2	23.94	4.92	0.00	66	10.0	8.0	Y
Site 141	202	1	3,363,106.0	679,574.7	23.86	4.92	0.00	66	10.0	8.0	Y
Site 142	203	1	3,362,674.8	679,555.4	23.69	4.92	0.00	71	10.0	8.0	Y
Site 143	204	1	3,362,732.2	679,688.2	23.72	4.92	0.00	71	10.0	8.0	Y
Site 144	205	1	3,362,387.8	679,644.4	23.58	4.92	0.00	71	10.0	8.0	Y
Site 145	206	1	3,362,563.0	679,913.4	19.16	4.92	0.00	71	10.0	8.0	Y
Site 146	207	1	3,362,165.5	679,715.2	23.51	4.92	0.00	71	10.0	8.0	Y
Site 147	208	1	3,361,921.8	679,510.7	25.53	4.92	0.00	71	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 148	209	1	3,362,083.5	678,982.1	23.45	4.92	0.00	71	10.0	8.0	Y
Site 170	211	1	3,368,306.0	677,316.9	25.00	4.92	0.00	66	10.0	8.0	Y
Site 171	212	1	3,368,451.2	677,238.5	24.00	4.92	0.00	66	10.0	8.0	Y
Site 172	213	1	3,368,533.8	677,205.4	24.00	4.92	0.00	66	10.0	8.0	Y
Site 173	209	1	3,368,627.2	677,171.8	24.00	4.92	0.00	71	10.0	8.0	Y
Site 174	214	1	3,368,713.8	677,116.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 175	215	1	3,368,797.0	677,062.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 176	216	1	3,368,898.2	677,009.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 177	217	1	3,368,363.8	677,399.8	25.00	4.92	0.00	66	10.0	8.0	Y
Site 178	218	1	3,368,486.8	677,348.9	24.00	4.92	0.00	66	10.0	8.0	Y
Site 179	219	1	3,368,595.0	677,308.9	24.00	4.92	0.00	66	10.0	8.0	Y
Site 180	220	1	3,368,720.2	677,252.7	24.00	4.92	0.00	66	10.0	8.0	Y
Site 181	221	1	3,368,814.5	677,187.8	23.50	4.92	0.00	66	10.0	8.0	Y
Site 182	222	1	3,368,904.2	677,136.8	23.00	4.92	0.00	66	10.0	8.0	Y
Site 183	223	1	3,368,482.2	677,521.8	25.00	4.92	0.00	66	10.0	8.0	Y
Site 184	225	1	3,368,737.2	677,454.6	24.00	4.92	0.00	66	10.0	8.0	Y
Site 185	227	1	3,368,967.2	677,322.4	24.00	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

Improvements to Perkins Road

							25 November 2015				
<Organization?>							TNM 2.5				
SPG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:		Improvements to Perkins Road									
RUN:		2013 Existing Conditions									
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact LAeq1h	Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Noise Measurement Site 1	1	1	3,363,106.0	679,183.8	20.60	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 2	3	1	3,363,083.8	679,328.1	20.60	4.92	0.00	71	10.0	8.0	Y
Noise Measurement Site 3	5	1	3,363,637.2	678,971.4	19.80	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 4	7	1	3,365,253.5	678,526.6	24.80	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 5	9	1	3,366,281.2	677,890.9	25.30	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 6	11	1	3,367,052.5	677,642.8	28.60	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 7	13	1	3,368,608.2	677,152.4	27.00	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 8	15	1	3,369,142.2	676,702.4	23.40	4.92	0.00	66	10.0	8.0	Y
Noise Measurement Site 9	17	1	3,369,742.5	676,273.4	14.50	4.92	0.00	66	10.0	8.0	Y
Site 1	19	1	3,362,231.2	679,424.1	26.80	4.92	0.00	71	10.0	8.0	Y
Site 2	21	1	3,362,474.2	679,293.4	26.90	4.92	0.00	71	10.0	8.0	Y
Site 3	23	1	3,362,652.0	679,289.1	23.60	4.92	0.00	71	10.0	8.0	Y
Site 4	25	1	3,362,744.8	679,278.1	23.70	4.92	0.00	71	10.0	8.0	Y
Site 5	27	1	3,362,821.8	679,263.6	23.70	4.92	0.00	71	10.0	8.0	Y
Site 6	29	1	3,362,905.8	679,246.5	23.70	4.92	0.00	71	10.0	8.0	Y
Site 7	31	1	3,363,000.5	679,175.6	23.80	4.92	0.00	71	10.0	8.0	Y
Site 8	33	1	3,362,548.5	679,094.6	24.50	4.92	0.00	66	10.0	8.0	Y
Site 9	35	1	3,362,751.5	679,128.8	23.70	4.92	0.00	66	10.0	8.0	Y
Site 10	37	1	3,362,841.5	679,092.1	23.70	4.92	0.00	66	10.0	8.0	Y
Site 11	39	1	3,362,912.0	679,077.3	23.80	4.92	0.00	66	10.0	8.0	Y
Site 12	41	1	3,363,187.5	679,163.8	20.60	4.92	0.00	71	10.0	8.0	Y
Site 13	42	1	3,363,243.8	679,134.8	20.60	4.92	0.00	71	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 14	43	1	3,363,299.5	679,032.6	20.60	4.92	0.00	71	10.0	8.0	Y
Site 15	45	1	3,363,404.8	679,043.2	20.70	4.92	0.00	71	10.0	8.0	Y
Site 16	46	1	3,363,509.5	679,031.0	17.60	4.92	0.00	71	10.0	8.0	Y
Site 17	47	1	3,363,581.5	679,003.5	18.30	4.92	0.00	71	10.0	8.0	Y
Site 18	49	1	3,363,371.8	678,890.8	23.90	4.92	0.00	66	10.0	8.0	Y
Site 19	51	1	3,363,453.5	678,854.8	23.90	4.92	0.00	66	10.0	8.0	Y
Site 20	53	1	3,363,733.0	678,943.7	20.80	4.92	0.00	71	10.0	8.0	Y
Site 21	54	1	3,363,758.2	678,899.1	22.30	4.92	0.00	66	10.0	8.0	Y
Site 22	55	1	3,363,891.0	678,814.8	24.20	4.92	0.00	71	10.0	8.0	Y
Site 23	56	1	3,363,566.2	678,832.4	20.80	4.92	0.00	66	10.0	8.0	Y
Site 24	57	1	3,363,678.5	678,788.2	23.10	4.92	0.00	66	10.0	8.0	Y
Site 25	58	1	3,364,158.8	678,740.4	24.30	4.92	0.00	71	10.0	8.0	Y
Site 26	60	1	3,364,058.5	678,571.4	24.30	4.92	0.00	66	10.0	8.0	Y
Site 27	61	1	3,364,305.8	678,419.3	24.40	4.92	0.00	66	10.0	8.0	Y
Site 28	62	1	3,364,363.5	678,665.5	24.39	4.92	0.00	66	10.0	8.0	Y
Site 29	63	1	3,364,502.8	678,580.4	24.45	4.92	0.00	66	10.0	8.0	Y
Site 30	64	1	3,364,476.5	678,422.0	24.44	4.92	0.00	66	10.0	8.0	Y
Site 31	65	1	3,364,727.5	678,493.4	24.56	4.92	0.00	66	10.0	8.0	Y
Site 32	66	1	3,364,940.0	678,144.4	24.67	4.92	0.00	66	10.0	8.0	Y
Site 33	68	1	3,365,183.5	678,343.9	24.79	4.92	0.00	66	10.0	8.0	Y
Site 34	69	1	3,365,374.8	678,306.0	24.89	4.92	0.00	66	10.0	8.0	Y
Site 35	70	1	3,365,425.2	678,294.1	24.91	4.92	0.00	66	10.0	8.0	Y
Site 36	71	1	3,365,470.8	678,277.2	24.94	4.92	0.00	66	10.0	8.0	Y
Site 37	72	1	3,365,511.8	678,261.1	24.96	4.92	0.00	66	10.0	8.0	Y
Site 38	73	1	3,365,361.8	678,147.8	24.88	4.92	0.00	66	10.0	8.0	Y
Site 39	74	1	3,365,321.8	678,062.9	24.86	4.92	0.00	66	10.0	8.0	Y
Site 40	75	1	3,365,604.8	678,227.1	25.01	4.92	0.00	66	10.0	8.0	Y
Site 41	76	1	3,365,653.8	678,200.6	25.04	4.92	0.00	66	10.0	8.0	Y
Site 42	77	1	3,365,698.5	678,186.9	25.05	4.92	0.00	66	10.0	8.0	Y
Site 43	78	1	3,365,743.0	678,122.0	25.08	4.92	0.00	66	10.0	8.0	Y
Site 44	79	1	3,365,679.0	678,020.3	25.05	4.92	0.00	66	10.0	8.0	Y
Site 45	80	1	3,365,535.2	677,821.2	24.98	4.92	0.00	66	10.0	8.0	Y
Site 46	81	1	3,365,899.5	678,046.6	25.17	4.92	0.00	66	10.0	8.0	Y
Site 47	82	1	3,366,037.2	677,959.8	25.25	4.92	0.00	66	10.0	8.0	Y
Site 48	83	1	3,365,867.0	677,906.5	25.15	4.92	0.00	66	10.0	8.0	Y
Site 49	84	1	3,365,851.2	677,849.5	25.15	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 50	85	1	3,365,931.8	677,809.8	25.19	4.92	0.00	66	10.0	8.0	Y
Site 51	86	1	3,366,421.8	677,836.4	25.46	4.92	0.00	66	10.0	8.0	Y
Site 52	87	1	3,366,575.5	677,571.5	25.56	4.92	0.00	66	10.0	8.0	Y
Site 53	88	1	3,366,901.8	677,687.6	29.03	4.92	0.00	66	10.0	8.0	Y
Site 54	89	1	3,366,857.0	677,613.0	26.93	4.92	0.00	66	10.0	8.0	Y
Site 55	90	1	3,366,826.5	677,555.2	25.71	4.92	0.00	66	10.0	8.0	Y
Site 56	91	1	3,366,781.5	677,486.7	25.68	4.92	0.00	66	10.0	8.0	Y
Site 57	92	1	3,366,754.5	677,427.7	25.67	4.92	0.00	66	10.0	8.0	Y
Site 58	93	1	3,367,059.2	677,515.8	25.84	4.92	0.00	66	10.0	8.0	Y
Site 59	94	1	3,366,950.5	677,468.7	25.79	4.92	0.00	66	10.0	8.0	Y
Site 60	95	1	3,367,003.0	677,378.7	25.82	4.92	0.00	66	10.0	8.0	Y
Site 61	97	1	3,367,223.5	677,588.6	25.97	4.92	0.00	66	10.0	8.0	Y
Site 62	98	1	3,367,224.8	677,419.8	25.95	4.92	0.00	66	10.0	8.0	Y
Site 63	99	1	3,367,182.5	677,339.1	25.93	4.92	0.00	66	10.0	8.0	Y
Site 64	100	1	3,367,425.8	677,467.6	26.07	4.92	0.00	66	10.0	8.0	Y
Site 65	101	1	3,367,349.2	677,362.8	26.03	4.92	0.00	66	10.0	8.0	Y
Site 66	102	1	3,367,279.2	677,306.9	25.99	4.92	0.00	66	10.0	8.0	Y
Site 67	103	1	3,367,330.5	677,202.4	26.02	4.92	0.00	66	10.0	8.0	Y
Site 68	104	1	3,367,593.0	677,455.4	26.18	4.92	0.00	66	10.0	8.0	Y
Site 69	105	1	3,367,541.8	677,374.0	26.15	4.92	0.00	66	10.0	8.0	Y
Site 70	106	1	3,367,504.0	677,205.2	26.13	4.92	0.00	66	10.0	8.0	Y
Site 71	107	1	3,367,398.5	677,165.4	26.07	4.92	0.00	66	10.0	8.0	Y
Site 72	108	1	3,367,484.2	677,080.0	26.13	4.92	0.00	66	10.0	8.0	Y
Site 73	109	1	3,367,531.0	677,166.4	26.15	4.92	0.00	66	10.0	8.0	Y
Site 74	110	1	3,367,551.5	677,233.2	26.16	4.92	0.00	66	10.0	8.0	Y
Site 75	111	1	3,367,578.0	677,282.1	26.17	4.92	0.00	66	10.0	8.0	Y
Site 76	112	1	3,367,601.2	677,322.3	26.19	4.92	0.00	66	10.0	8.0	Y
Site 77	113	1	3,367,630.8	677,362.6	26.21	4.92	0.00	66	10.0	8.0	Y
Site 78	115	1	3,367,727.5	677,405.4	26.26	4.92	0.00	66	10.0	8.0	Y
Site 79	116	1	3,367,639.2	677,165.1	26.22	4.92	0.00	66	10.0	8.0	Y
Site 80	117	1	3,367,751.8	677,342.5	26.28	4.92	0.00	66	10.0	8.0	Y
Site 81	118	1	3,367,877.2	677,345.5	26.35	4.92	0.00	66	10.0	8.0	Y
Site 82	119	1	3,368,014.2	677,293.9	26.45	4.92	0.00	66	10.0	8.0	Y
Site 83	120	1	3,368,038.8	677,256.7	26.45	4.92	0.00	66	10.0	8.0	Y
Site 84	121	1	3,367,890.0	676,955.1	26.39	4.92	0.00	66	10.0	8.0	Y
Site 85	122	1	3,368,232.8	677,174.8	26.63	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

Improvements to Perkins Road

Site 86	123	1	3,368,210.0	677,000.1	26.60	4.92	0.00	66	10.0	8.0	Y
Site 87	124	1	3,368,185.2	676,952.1	26.58	4.92	0.00	66	10.0	8.0	Y
Site 88	125	1	3,368,138.8	676,874.7	26.55	4.92	0.00	66	10.0	8.0	Y
Site 89	126	1	3,368,162.8	676,797.8	26.58	4.92	0.00	66	10.0	8.0	Y
Site 90	127	1	3,368,211.5	676,882.8	26.61	4.92	0.00	66	10.0	8.0	Y
Site 91	128	1	3,368,274.5	676,991.7	26.63	4.92	0.00	66	10.0	8.0	Y
Site 92	129	1	3,368,428.2	677,042.9	26.74	4.92	0.00	66	10.0	8.0	Y
Site 93	130	1	3,368,539.5	676,992.4	26.81	4.92	0.00	66	10.0	8.0	Y
Site 94	131	1	3,368,636.2	676,951.5	23.60	4.92	0.00	66	10.0	8.0	Y
Site 95	132	1	3,368,749.0	676,864.6	23.63	4.92	0.00	66	10.0	8.0	Y
Site 96	133	1	3,368,769.2	676,727.6	23.64	4.92	0.00	66	10.0	8.0	Y
Site 97	134	1	3,368,405.0	676,738.8	26.74	4.92	0.00	66	10.0	8.0	Y
Site 98	135	1	3,368,479.0	676,707.9	26.79	4.92	0.00	66	10.0	8.0	Y
Site 99	136	1	3,368,836.8	676,528.5	23.60	4.92	0.00	66	10.0	8.0	Y
Site 100	137	1	3,369,017.8	676,751.1	23.47	4.92	0.00	66	10.0	8.0	Y
Site 101	138	1	3,369,236.2	676,645.6	23.34	4.92	0.00	66	10.0	8.0	Y
Site 102	139	1	3,369,427.0	676,460.5	16.68	4.92	0.00	66	10.0	8.0	Y
Site 103	140	1	3,369,216.5	676,279.3	16.83	4.92	0.00	66	10.0	8.0	Y
Site 104	141	1	3,369,918.5	676,623.7	13.08	4.92	0.00	71	10.0	8.0	Y
Site 105	142	1	3,369,391.2	676,971.6	23.21	4.92	0.00	66	10.0	8.0	Y
Site 106	143	1	3,369,059.8	677,089.6	23.42	4.92	0.00	66	10.0	8.0	Y
Jamestown 50' from Existing ROW	145	1	3,368,719.2	677,124.9	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 100' from Existing ROW	147	1	3,368,754.2	677,160.3	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 150' from Existing ROW	149	1	3,368,791.8	677,196.8	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 200' from Existing ROW	151	1	3,368,827.8	677,233.9	27.00	4.92	0.00	66	10.0	8.0	Y
Jamestown 250' from Existing ROW	153	1	3,368,862.0	677,270.4	27.00	4.92	0.00	66	10.0	8.0	Y
Site 107	155	1	3,368,231.8	677,413.9	26.59	4.92	0.00	71	10.0	8.0	Y
Site 108	156	1	3,368,144.5	677,490.2	26.53	4.92	0.00	71	10.0	8.0	Y
Site 109	157	1	3,368,027.8	677,503.1	26.45	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 50' from Existir	159	1	3,367,766.2	677,570.8	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 100' from Exist	161	1	3,367,789.5	677,619.3	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 150' from Exist	163	1	3,367,811.2	677,669.6	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 200' from Exist	165	1	3,367,830.2	677,715.8	26.00	4.92	0.00	71	10.0	8.0	Y
Jamestown Commercial1 250' from Exist	167	1	3,367,850.0	677,759.2	26.00	4.92	0.00	71	10.0	8.0	Y
Site 110	169	1	3,367,047.5	677,973.9	25.83	4.92	0.00	71	10.0	8.0	Y
Site 111	171	1	3,367,185.2	678,012.4	25.91	4.92	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 112	172	1	3,368,070.5	677,672.3	26.47	4.92	0.00	66	10.0	8.0	Y
Site 113	173	1	3,366,747.8	678,009.0	25.64	4.92	0.00	71	10.0	8.0	Y
Site 114	174	1	3,366,581.8	678,130.4	25.55	4.92	0.00	71	10.0	8.0	Y
Site 115	175	1	3,366,424.5	678,075.6	25.46	4.92	0.00	71	10.0	8.0	Y
Site 116	176	1	3,366,352.2	678,092.9	25.42	4.92	0.00	71	10.0	8.0	Y
Site 117	177	1	3,366,271.0	678,130.8	25.37	4.92	0.00	71	10.0	8.0	Y
Site 118	178	1	3,366,005.8	678,255.4	25.23	4.92	0.00	71	10.0	8.0	Y
Site 119	179	1	3,365,899.8	678,343.2	25.17	4.92	0.00	71	10.0	8.0	Y
Site 120	180	1	3,365,839.0	678,408.3	24.65	4.92	0.00	66	10.0	8.0	Y
Site 121	181	1	3,365,699.5	678,368.1	25.06	4.92	0.00	66	10.0	8.0	Y
Site 122	182	1	3,365,721.8	678,440.6	22.88	4.92	0.00	66	10.0	8.0	Y
Site 123	183	1	3,365,532.8	678,417.2	24.97	4.92	0.00	66	10.0	8.0	Y
Site 124	184	1	3,365,447.5	678,533.2	22.53	4.92	0.00	66	10.0	8.0	Y
Site 125	185	1	3,365,138.8	678,578.2	24.77	4.92	0.00	66	10.0	8.0	Y
Site 126	186	1	3,365,061.0	678,677.4	21.82	4.92	0.00	66	10.0	8.0	Y
Site 127	187	1	3,364,910.2	678,669.4	21.37	4.92	0.00	66	10.0	8.0	Y
Site 128	188	1	3,365,144.8	678,709.9	21.49	4.92	0.00	66	10.0	8.0	Y
Site 129	189	1	3,365,390.0	678,697.6	22.28	4.92	0.00	66	10.0	8.0	Y
Site 130	190	1	3,365,533.0	678,565.6	21.69	4.92	0.00	66	10.0	8.0	Y
Site 131	191	1	3,364,811.8	678,742.4	24.61	4.92	0.00	71	10.0	8.0	Y
Site 132	192	1	3,363,841.8	679,063.3	17.60	4.92	0.00	71	10.0	8.0	Y
Site 133	193	1	3,363,731.2	679,109.8	17.55	4.92	0.00	71	10.0	8.0	Y
Site 134	194	1	3,363,489.0	679,236.8	17.45	4.92	0.00	71	10.0	8.0	Y
Site 135	195	1	3,363,289.2	679,305.9	19.39	4.92	0.00	71	10.0	8.0	Y
Site 136	196	1	3,363,822.0	679,232.5	16.21	4.92	0.00	66	10.0	8.0	Y
Site 137	197	1	3,363,584.2	679,327.1	17.32	4.92	0.00	66	10.0	8.0	Y
Site 138	198	1	3,363,244.2	679,432.6	20.64	4.92	0.00	66	10.0	8.0	Y
Site 139	199	1	3,363,256.2	679,482.1	22.09	4.92	0.00	66	10.0	8.0	Y
Site 140	200	1	3,363,281.2	679,538.2	23.94	4.92	0.00	66	10.0	8.0	Y
Site 141	202	1	3,363,106.0	679,574.7	23.86	4.92	0.00	66	10.0	8.0	Y
Site 142	203	1	3,362,674.8	679,555.4	23.69	4.92	0.00	71	10.0	8.0	Y
Site 143	204	1	3,362,732.2	679,688.2	23.72	4.92	0.00	71	10.0	8.0	Y
Site 144	205	1	3,362,387.8	679,644.4	23.58	4.92	0.00	71	10.0	8.0	Y
Site 145	206	1	3,362,563.0	679,913.4	19.16	4.92	0.00	71	10.0	8.0	Y
Site 146	207	1	3,362,165.5	679,715.2	23.51	4.92	0.00	71	10.0	8.0	Y
Site 147	208	1	3,361,921.8	679,510.7	25.53	4.92	0.00	71	10.0	8.0	Y

INPUT: RECEIVERS**Improvements to Perkins Road**

Site 148	209	1	3,362,083.5	678,982.1	23.45	4.92	0.00	71	10.0	8.0	Y
Site 170	211	1	3,368,306.0	677,316.9	25.00	4.92	0.00	66	10.0	8.0	Y
Site 171	212	1	3,368,451.2	677,238.5	24.00	4.92	0.00	66	10.0	8.0	Y
Site 172	213	1	3,368,533.8	677,205.4	24.00	4.92	0.00	66	10.0	8.0	Y
Site 173	209	1	3,368,627.2	677,171.8	24.00	4.92	0.00	71	10.0	8.0	Y
Site 174	214	1	3,368,713.8	677,116.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 175	215	1	3,368,797.0	677,062.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 176	216	1	3,368,898.2	677,009.2	24.00	4.92	0.00	66	10.0	8.0	Y
Site 177	217	1	3,368,363.8	677,399.8	25.00	4.92	0.00	66	10.0	8.0	Y
Site 178	218	1	3,368,486.8	677,348.9	24.00	4.92	0.00	66	10.0	8.0	Y
Site 179	219	1	3,368,595.0	677,308.9	24.00	4.92	0.00	66	10.0	8.0	Y
Site 180	220	1	3,368,720.2	677,252.7	24.00	4.92	0.00	66	10.0	8.0	Y
Site 181	221	1	3,368,814.5	677,187.8	23.50	4.92	0.00	66	10.0	8.0	Y
Site 182	222	1	3,368,904.2	677,136.8	23.00	4.92	0.00	66	10.0	8.0	Y
Site 183	223	1	3,368,482.2	677,521.8	25.00	4.92	0.00	66	10.0	8.0	Y
Site 184	225	1	3,368,737.2	677,454.6	24.00	4.92	0.00	66	10.0	8.0	Y
Site 185	227	1	3,368,967.2	677,322.4	24.00	4.92	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

Improvements to Perkins Road

<Organization?> SPG							9 April 2015 TNM 2.5				
INPUT: ROADWAYS		Improvements to Perkins Road					Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT:		2013 Existing Conditions									
RUN:											
Roadway Name	Width	Points		Coordinates (pavement)			Flow Control			Segment	
		Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Perkins Rd Pecue to End EB Inside	12.0	point15	15	3,369,369.0	676,651.0	20.80	Signal	0.00	100	Average	
		point9	9	3,369,621.5	676,518.7	17.40				Average	
		point10	10	3,369,809.0	676,397.2	16.00				Average	
		point11	11	3,369,951.5	676,293.4	15.00				Average	
		point92	92	3,370,144.5	676,114.9	14.00				Average	
		point91	91	3,370,316.5	675,927.8	10.00				Average	
		point12	12	3,370,660.2	675,546.9	10.00				Average	
		point13	13	3,371,883.5	674,188.4	10.00					
Perkins Rd Siegen to James EB	12.0	point1	1	3,362,478.5	679,478.9	23.60	Signal	0.00	100	Average	
		point183	183	3,362,896.8	679,310.1	20.60				Average	
		point200	200	3,363,094.2	679,242.3	20.60				Average	
		point182	182	3,363,362.5	679,140.1	20.60				Average	
		point2	2	3,364,284.5	678,786.9	24.40				Average	
		point3	3	3,365,259.2	678,410.1	24.90				Average	
		point4	4	3,366,934.0	677,768.6	25.40				Average	
		point5	5	3,367,347.5	677,609.1	29.10					
Perkins EB Inside at Siegen	12.0	point20	20	3,361,453.8	679,857.8	23.30				Average	
		point192	192	3,361,936.5	679,676.4	23.30				Average	
		point21	21	3,362,419.0	679,494.9	23.30					
Perkins EB LT Outside at Siegen	12.0	point22	22	3,361,831.2	679,728.2	0.00				Average	
		point23	23	3,362,426.5	679,503.2	0.00					
Perkins EB LT Inside at Siegen	12.0	point24	24	3,362,092.5	679,641.7	23.30				Average	
		point25	25	3,362,429.8	679,512.5	23.30					
Perkins Rd WB End to Pecue Inside	12.0	point38	38	3,371,908.2	674,199.8	10.00				Average	
		point39	39	3,370,675.5	675,559.1	10.00				Average	

INPUT: ROADWAYS

Improvements to Perkins Road

		point54	54	3,370,329.5	675,947.0	10.00				Average
		point93	93	3,370,153.2	676,134.1	14.00				Average
		point40	40	3,369,960.8	676,317.0	15.00				Average
		point41	41	3,369,797.0	676,440.5	16.00				Average
		point42	42	3,369,623.2	676,543.7	17.40				Average
		point43	43	3,369,377.8	676,678.1	20.80				
Perkins Rd WB LT at Pecue	12.0	point44	44	3,369,615.5	676,532.8	17.40				Average
		point45	45	3,369,372.2	676,664.8	20.80				
Perkins Rd WB End to Pecue RT	12.0	point50	50	3,369,594.0	676,567.8	17.40				Average
		point51	51	3,369,442.0	676,654.7	20.80				Average
		point52	52	3,369,423.2	676,675.8	21.00				Average
		point53	53	3,369,420.2	676,710.8	22.00				
Perkins Rd WB Pecue to James Single	12.0	point55	55	3,369,326.8	676,702.4	20.80	Signal	0.00	100	Average
		point178	178	3,368,571.2	677,104.8	26.80				Average
		point56	56	3,368,222.2	677,275.0	26.00				Average
		point57	57	3,368,031.8	677,362.9	26.00				Average
		point81	81	3,367,689.5	677,504.5	26.00				Average
		point58	58	3,367,347.2	677,634.2	29.10				
Perkins WB at Siegen RT	12.0	point75	75	3,362,988.2	679,332.8	20.60				Average
		point199	199	3,362,890.5	679,376.9	22.10				Average
		point76	76	3,362,536.0	679,514.9	23.60				
Perkins WB LT at Siegen	12.0	point77	77	3,362,936.0	679,327.0	20.60				Average
		point78	78	3,362,487.0	679,500.8	23.60				
Perkins EB LT at Pecue	12.0	point83	83	3,369,064.2	676,829.1	23.00				Average
		point84	84	3,369,319.0	676,692.8	20.80				
Pecue NB South of Perkins	12.0	point85	85	3,368,909.8	675,833.8	26.90				Average
		point167	167	3,369,129.0	676,228.6	21.30				Average
		point194	194	3,369,242.5	676,430.6	21.05				Average
		point86	86	3,369,347.2	676,631.3	20.80				
Pecue NB LT South of Perkins	12.0	point87	87	3,369,254.0	676,479.1	21.30				Average
		point88	88	3,369,336.8	676,638.1	20.80				
Pecue SB South of Perkins	12.0	point89	89	3,369,328.8	676,650.2	20.80	Signal	0.00	100	Average
		point168	168	3,369,111.8	676,239.3	21.30				Average
		point90	90	3,368,902.8	675,844.6	26.90				
Pecue NB North of Perkins Inside	12.0	point96	96	3,369,390.2	676,710.9	20.80	Signal	0.00	100	Average
		point97	97	3,369,578.8	677,034.2	26.00				Average
		point98	98	3,369,647.5	677,140.3	26.00				Average
		point99	99	3,369,710.8	677,212.1	26.00				Average
		point100	100	3,369,758.0	677,253.9	26.00				Average

INPUT: ROADWAYS

Improvements to Perkins Road

		point101	101	3,369,810.8	677,299.2	26.00				Average
		point102	102	3,370,084.2	677,462.0	26.00				
Pecue NB North of Perkins Outside	12.0	point94	94	3,369,429.2	676,750.3	20.80	Signal	0.00	100	Average
		point103	103	3,369,610.2	677,066.5	26.00				Average
		point104	104	3,369,652.2	677,127.1	26.00				Average
		point105	105	3,369,718.0	677,203.2	26.00				Average
		point106	106	3,369,775.5	677,252.6	26.00				Average
		point107	107	3,369,823.5	677,291.8	26.00				Average
		point108	108	3,370,089.2	677,449.8	26.00				
Pecue SB North of Perkins Inside	12.0	point109	109	3,370,061.8	677,488.5	26.00				Average
		point110	110	3,369,814.5	677,348.6	26.00				Average
		point111	111	3,369,741.8	677,292.1	26.00				Average
		point112	112	3,369,677.8	677,235.9	26.00				Average
		point113	113	3,369,612.2	677,160.5	26.00				Average
		point114	114	3,369,539.0	677,049.2	26.00				Average
		point115	115	3,369,365.0	676,716.9	20.30				
Pecue SB North of Perkins RT	12.0	point116	116	3,370,049.8	677,500.8	26.00				Average
		point117	117	3,369,806.2	677,357.8	26.00				Average
		point118	118	3,369,733.5	677,302.4	26.00				Average
		point119	119	3,369,672.2	677,248.7	26.00				Average
		point120	120	3,369,602.2	677,167.9	26.00				Average
		point121	121	3,369,530.0	677,051.6	26.00				Average
		point122	122	3,369,352.5	676,724.6	20.30				
Pecue SB North of Perkins LT	12.0	point123	123	3,369,517.2	676,981.9	26.00				Average
		point124	124	3,369,375.5	676,712.3	20.30				
NB Siegen South of Perkins	12.0	point125	125	3,362,059.0	678,721.2	23.40	Signal	0.00	100	Average
		point163	163	3,362,152.5	678,906.1	23.40				Average
		point162	162	3,362,256.5	679,088.2	23.60				Average
		point126	126	3,362,454.0	679,441.0	23.60				
Roadway36	12.0	point127	127	3,362,445.8	679,525.9	23.30	Signal	0.00	100	Average
		point128	128	3,361,461.8	679,893.7	23.30				
Roadway37	12.0	point129	129	3,362,451.0	679,537.2	23.30	Signal	0.00	100	Average
		point130	130	3,361,466.0	679,906.7	23.30				
Roadway40	12.0	point135	135	3,362,070.0	678,714.2	23.40	Signal	0.00	100	Average
		point164	164	3,362,165.0	678,901.5	23.40				Average
		point161	161	3,362,269.5	679,085.0	23.60				Average
		point136	136	3,362,466.2	679,438.4	23.60				
NB Siegen South of Perkins RT	12.0	point137	137	3,362,318.0	679,138.2	23.60				Average
		point138	138	3,362,475.0	679,425.6	23.60				

INPUT: ROADWAYS

Improvements to Perkins Road

NB Siegen South of Perkins LT Outside	12.0	point139	139	3,362,304.8	679,186.5	23.60				Average
		point140	140	3,362,444.5	679,445.7	23.60				
NB Siegen South of Perkins LT Inside	12.0	point141	141	3,362,296.2	679,195.6	23.60				Average
		point142	142	3,362,433.8	679,454.2	23.60				
SB Siegen South of Perkins Inside	12.0	point143	143	3,362,425.0	679,461.8	23.60	Signal	0.00	100	Average
		point144	144	3,362,255.8	679,148.9	23.60				Average
		point145	145	3,362,048.5	678,730.6	23.40				
SB Siegen South of Perkins Outside	12.0	point146	146	3,362,411.5	679,465.2	23.60	Signal	0.00	100	Average
		point147	147	3,362,242.8	679,153.9	23.60				Average
		point148	148	3,362,039.8	678,733.1	23.40				
SB Siegen North of Perkins LT	12.0	point149	149	3,362,637.5	679,826.3	0.00				Average
		point150	150	3,362,501.8	679,552.8	0.00				
SB Siegen North of Perkins Inside	12.0	point153	153	3,363,175.8	680,912.1	20.00				Average
		point175	175	3,362,871.2	680,334.9	20.00				Average
		point154	154	3,362,629.2	679,855.4	20.40				Average
		point155	155	3,362,479.8	679,564.5	23.60				
SB Siegen North of Perkins Outside	12.0	point156	156	3,363,163.0	680,915.8	20.00				Average
		point176	176	3,362,862.2	680,341.6	20.00				Average
		point157	157	3,362,621.8	679,868.2	20.40				Average
		point158	158	3,362,467.0	679,572.1	23.60				
SB Siegen North of Perkins RT	12.0	point159	159	3,362,670.2	679,989.6	20.40				Average
		point160	160	3,362,454.5	679,577.3	23.60				
NB Siegen North of Perkins Outside	12.0	point131	131	3,362,523.8	679,541.4	23.60	Signal	0.00	100	Average
		point166	166	3,362,678.8	679,842.8	20.40				Average
		point169	169	3,362,816.8	680,146.0	20.00				Average
		point170	170	3,363,046.2	680,584.4	20.00				Average
		point171	171	3,363,209.8	680,896.9	20.00				
NB Siegen North of Perkins Inside-Roadway53	12.0	point133	133	3,362,511.8	679,547.4	23.60	Signal	0.00	100	Average
		point165	165	3,362,666.5	679,846.7	20.40				Average
		point172	172	3,362,808.2	680,149.8	20.00				Average
		point173	173	3,363,035.2	680,592.3	20.00				Average
		point174	174	3,363,203.5	680,911.2	20.00				
Perkins Rd WB Pecue to Siegen Outside	12.0	point179	179	3,363,118.0	679,269.6	20.60				Average
		point193	193	3,363,013.0	679,319.9	22.10				Average
		point180	180	3,362,869.0	679,372.8	23.60				Average
		point181	181	3,362,493.2	679,519.4	23.60				
Perkins EB at Siegen Outside	12.0	point184	184	3,361,446.5	679,847.1	23.30				Average
		point16	16	3,361,921.2	679,672.1	23.30				Average
		point17	17	3,362,411.0	679,485.8	23.30				

INPUT: ROADWAYS

Improvements to Perkins Road

Perkins Rd WB Pecue to Siegen Inside-2	12.0	point188	188	3,363,093.0	679,275.6	20.60				Average	
		point62	62	3,362,488.0	679,512.2	23.60					
Roadway60	12.0	point195	195	3,367,536.0	677,733.6	0.00				Average	
		point196	196	3,367,554.2	677,778.6	0.00					
Perkins Rd James to Pecue EB	12.0	point197	197	3,367,347.5	677,609.1	29.10				Average	
		point79	79	3,367,679.8	677,481.5	26.00				Average	
		point6	6	3,368,022.8	677,340.2	26.00				Average	
		point14	14	3,368,212.2	677,254.1	26.00				Average	
		point177	177	3,368,561.8	677,082.6	26.80				Average	
		point191	191	3,369,056.5	676,820.1	23.80				Average	
		point8	8	3,369,310.0	676,685.1	20.80					
Perkins Rd WB James to Siegen Single	12.0	point198	198	3,367,347.2	677,634.2	29.10				Average	
		point59	59	3,366,939.2	677,791.6	25.40				Average	
		point60	60	3,365,258.2	678,438.5	24.90				Average	
		point61	61	3,364,272.8	678,815.6	24.40				Average	
		point186	186	3,363,363.2	679,166.6	20.60				Average	
		point187	187	3,363,093.0	679,276.4	20.60					
EB Perkins Meadow Park LT	12.0	point201	201	3,362,960.5	679,295.4	20.60				Average	
		point202	202	3,362,999.0	679,289.4	20.60				Average	
		point203	203	3,363,152.5	679,234.5	20.60					

INPUT: ROADWAYS

LA DOTD Perkins Rd

URS							17 March 2015					
CM							TNM 2.5					
INPUT: ROADWAYS												
PROJECT/CONTRACT:		LA DOTD Perkins Rd									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:		Existing 2015										
Roadway		Points										
Name		Width	Name	No.	Coordinates (pavement)			Flow Control		Segment		
					X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
		ft			ft	ft	ft		mph	%		
Perkins EB		14.0	point1	1	3,370,890.2	675,297.1	20.00				Average	
			point2	2	3,370,957.2	675,223.0	20.00				Average	
			point3	3	3,371,024.0	675,148.8	20.00				Average	
			point4	4	3,371,091.2	675,074.8	20.00				Average	
			point5	5	3,371,158.0	675,000.4	20.00				Average	
			point6	6	3,371,225.5	674,926.4	20.00				Average	
			point7	7	3,371,292.2	674,851.9	20.00				Average	
			point8	8	3,371,359.5	674,777.8	20.00				Average	
			point9	9	3,371,426.2	674,703.3	20.00				Average	
			point10	10	3,371,493.0	674,628.7	20.00				Average	
			point11	11	3,371,560.2	674,554.8	20.00				Average	
			point12	12	3,371,628.2	674,480.4	20.00				Average	
			point13	13	3,371,696.5	674,407.5	20.00				Average	
			point14	14	3,371,771.0	674,336.4	20.00				Average	
			point15	15	3,371,849.0	674,272.4	20.00				Average	
			point16	16	3,371,932.0	674,212.7	20.00				Average	
			point17	17	3,372,018.5	674,160.2	20.00				Average	
			point18	18	3,372,108.0	674,113.6	20.00				Average	
			point19	19	3,372,200.2	674,072.8	20.00				Average	
			point20	20	3,372,293.8	674,036.0	20.00				Average	
			point21	21	3,372,387.2	674,000.9	20.00				Average	
			point22	22	3,372,480.8	673,965.8	20.00				Average	
			point23	23	3,372,574.2	673,930.6	20.00				Average	
			point24	24	3,372,667.8	673,894.9	20.00				Average	
			point25	25	3,372,761.2	673,859.1	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point26	26	3,372,855.0	673,823.8	20.00				Average	
		point27	27	3,372,948.5	673,788.9	20.00				Average	
		point28	28	3,373,042.0	673,753.1	20.00				Average	
		point29	29	3,373,136.0	673,718.2	20.00				Average	
		point30	30	3,373,230.0	673,682.7	20.00				Average	
		point31	31	3,373,322.8	673,647.2	20.00				Average	
		point32	32	3,373,417.0	673,611.6	20.00				Average	
		point33	33	3,373,510.5	673,576.2	20.00				Average	
		point34	34	3,373,604.2	673,540.9	20.00				Average	
		point35	35	3,373,697.8	673,505.0	20.00				Average	
		point36	36	3,373,791.5	673,469.5	20.00				Average	
		point37	37	3,373,884.8	673,434.9	20.00				Average	
		point38	38	3,373,978.0	673,399.0	20.00				Average	
		point39	39	3,374,071.0	673,363.2	20.00				Average	
		point40	40	3,374,162.5	673,328.9	20.00				Average	
		point41	41	3,374,257.0	673,293.2	20.00				Average	
		point42	42	3,374,348.8	673,258.3	20.00				Average	
		point43	43	3,374,442.2	673,221.5	20.00				Average	
		point44	44	3,374,534.8	673,187.1	20.00				Average	
		point45	45	3,374,628.5	673,150.0	20.00				Average	
		point46	46	3,374,722.5	673,116.0	20.00				Average	
		point47	47	3,374,816.8	673,079.7	20.00				Average	
		point48	48	3,374,910.8	673,044.5	20.00				Average	
		point49	49	3,375,004.0	673,008.8	20.00				Average	
		point50	50	3,375,098.5	672,972.9	20.00				Average	
		point51	51	3,375,191.2	672,938.1	20.00				Average	
		point104	104	3,375,285.0	672,902.0	20.00				Average	
		point105	105	3,375,378.5	672,864.8	20.00				Average	
		point106	106	3,375,469.5	672,818.7	20.00				Average	
		point107	107	3,375,558.5	672,761.5	20.00				Average	
		point108	108	3,375,638.8	672,694.8	20.00				Average	
		point109	109	3,375,710.8	672,618.4	20.00				Average	
		point110	110	3,375,773.0	672,534.1	20.00				Average	
		point111	111	3,375,826.2	672,445.3	20.00				Average	
		point112	112	3,375,871.2	672,353.7	20.00				Average	
		point113	113	3,375,909.0	672,259.1	20.00				Average	
		point114	114	3,375,939.0	672,163.0	20.00				Average	
		point115	115	3,375,962.0	672,063.5	20.00				Average	
		point116	116	3,375,978.2	671,964.5	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

Perkins WB	14.0	point130	130	3,375,988.8	671,966.0	20.00				Average
		point128	128	3,375,973.5	672,067.3	20.00				Average
		point127	127	3,375,951.0	672,166.4	20.00				Average
		point126	126	3,375,920.0	672,262.2	20.00				Average
		point125	125	3,375,883.0	672,357.6	20.00				Average
		point124	124	3,375,835.0	672,454.3	20.00				Average
		point123	123	3,375,780.5	672,543.9	20.00				Average
		point122	122	3,375,720.0	672,627.5	20.00				Average
		point121	121	3,375,646.2	672,702.8	20.00				Average
		point120	120	3,375,565.8	672,771.2	20.00				Average
		point119	119	3,375,479.5	672,826.7	20.00				Average
		point118	118	3,375,384.0	672,873.7	20.00				Average
		point117	117	3,375,286.0	672,914.4	20.00				Average
		point52	52	3,375,289.2	672,913.9	20.00				Average
		point53	53	3,375,101.0	672,984.1	20.00				Average
		point54	54	3,375,007.5	673,019.9	20.00				Average
		point55	55	3,374,913.2	673,055.2	20.00				Average
		point56	56	3,374,820.8	673,090.9	20.00				Average
		point57	57	3,374,727.8	673,126.1	20.00				Average
		point58	58	3,374,633.5	673,161.8	20.00				Average
		point59	59	3,374,540.5	673,197.8	20.00				Average
		point60	60	3,374,446.8	673,232.8	20.00				Average
		point61	61	3,374,354.5	673,268.9	20.00				Average
		point62	62	3,374,261.2	673,304.0	20.00				Average
		point63	63	3,374,167.0	673,339.0	20.00				Average
		point64	64	3,374,073.5	673,374.6	20.00				Average
		point65	65	3,373,980.0	673,409.7	20.00				Average
		point66	66	3,373,886.8	673,445.4	20.00				Average
		point67	67	3,373,794.0	673,481.0	20.00				Average
		point68	68	3,373,700.0	673,516.4	20.00				Average
		point69	69	3,373,606.5	673,551.5	20.00				Average
		point70	70	3,373,512.8	673,586.5	20.00				Average
		point71	71	3,373,419.5	673,622.2	20.00				Average
		point72	72	3,373,326.2	673,657.4	20.00				Average
		point73	73	3,373,233.0	673,693.4	20.00				Average
		point74	74	3,373,139.2	673,728.8	20.00				Average
		point75	75	3,373,045.5	673,763.6	20.00				Average
		point76	76	3,372,952.2	673,799.2	20.00				Average
		point77	77	3,372,858.8	673,834.8	20.00				Average

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point78	78	3,372,765.0	673,870.1	20.00				Average
		point79	79	3,372,671.8	673,906.1	20.00				Average
		point80	80	3,372,577.8	673,940.7	20.00				Average
		point81	81	3,372,484.8	673,976.1	20.00				Average
		point82	82	3,372,391.5	674,012.0	20.00				Average
		point83	83	3,372,298.2	674,046.5	20.00				Average
		point84	84	3,372,205.0	674,083.1	20.00				Average
		point85	85	3,372,113.0	674,124.1	20.00				Average
		point86	86	3,372,024.0	674,170.8	20.00				Average
		point87	87	3,371,937.5	674,223.3	20.00				Average
		point88	88	3,371,855.8	674,281.2	20.00				Average
		point89	89	3,371,778.2	674,345.9	20.00				Average
		point90	90	3,371,704.5	674,415.5	20.00				Average
		point91	91	3,371,635.2	674,488.7	20.00				Average
		point92	92	3,371,568.8	674,563.0	20.00				Average
		point93	93	3,371,501.5	674,637.1	20.00				Average
		point94	94	3,371,434.5	674,711.1	20.00				Average
		point95	95	3,371,366.8	674,784.8	20.00				Average
		point96	96	3,371,300.0	674,859.3	20.00				Average
		point97	97	3,371,233.0	674,933.6	20.00				Average
		point98	98	3,371,165.5	675,007.2	20.00				Average
		point99	99	3,371,099.2	675,082.3	20.00				Average
		point100	100	3,371,032.2	675,157.1	20.00				Average
		point101	101	3,370,964.8	675,230.8	20.00				Average
		point102	102	3,370,899.0	675,304.5	20.00				

INPUT: ROADWAYS

<Project Name?>

URS				9 April 2015								
SPG				TNM 2.5								
INPUT: ROADWAYS												
PROJECT/CONTRACT:		<Project Name?>								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA		
RUN:		Perkins Road 2035 Alternative 1A										
Roadway		Points										
Name		Width	Name	No.	Coordinates (pavement)		Flow Control		Segment			
					X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
		ft			ft	ft	ft		mph	%		
Perkins Rd Pecue to End EB Inside		12.0	point15	15	3,369,376.8	676,646.5	20.80	Signal	0.00	100	Average	
			point9	9	3,369,622.2	676,510.6	17.40				Average	
			point182	182	3,369,715.5	676,453.9	16.70					
Perkins Rd Siegen to Pecue EB Inside		12.0	point1	1	3,362,468.5	679,483.0	23.60	Signal	0.00	100	Average	
			point2	2	3,364,290.5	678,797.6	24.40				Average	
			point3	3	3,365,261.2	678,422.9	24.90				Average	
			point4	4	3,366,940.8	677,777.9	25.40				Average	
			point5	5	3,367,350.2	677,618.5	29.10					
Perkins EB RT at Siegen		12.0	point16	16	3,362,041.8	679,612.1	23.30				Average	
			point17	17	3,362,366.8	679,488.5	23.30					
Perkins EB End to Siegen - Outside		12.0	point18	18	3,361,446.5	679,846.4	23.30				Average	
			point190	190	3,361,817.2	679,707.9	23.30				Average	
			point191	191	3,362,064.0	679,617.3	23.30				Average	
			point19	19	3,362,400.2	679,491.7	23.30					
Roadway7		12.0	point20	20	3,361,453.8	679,857.8	23.30				Average	
			point189	189	3,361,828.0	679,716.0	23.30				Average	
			point192	192	3,362,073.0	679,625.1	23.30				Average	
			point21	21	3,362,403.5	679,500.2	23.30					
Perkins EB LT Outside at Siegen		12.0	point22	22	3,361,831.2	679,728.2	23.30				Average	
			point23	23	3,362,408.2	679,509.5	23.30					
Perkins EB LT Inside at Siegen		12.0	point24	24	3,362,092.5	679,641.7	23.30				Average	
			point25	25	3,362,416.0	679,518.2	23.30					
Perkins Rd Siegen to Pecue EB Outside		12.0	point26	26	3,362,464.8	679,471.2	23.60	Signal	0.00	100	Average	
			point27	27	3,364,285.5	678,785.0	24.40				Average	
			point28	28	3,365,256.5	678,412.1	24.90				Average	

INPUT: ROADWAYS

<Project Name?>

		point29	29	3,366,936.8	677,765.8	25.40				Average
		point31	31	3,367,344.0	677,607.4	29.10				
Perkins Rd Pecue to End EB Outside	12.0	point35	35	3,369,370.2	676,639.7	20.80	Signal	0.00	100	Average
		point36	36	3,369,615.2	676,504.9	17.40				Average
		point37	37	3,369,711.2	676,447.8	17.00				
Perkins Rd WB End to Pecue Single	12.0	point38	38	3,371,908.2	674,199.8	10.00				Average
		point39	39	3,370,675.5	675,559.1	10.00				Average
		point54	54	3,370,329.5	675,947.0	10.00				Average
		point93	93	3,370,153.2	676,134.1	14.00				Average
		point40	40	3,369,960.8	676,317.0	15.00				
Perkins Rd WB LT at Pecue	12.0	point44	44	3,369,623.5	676,540.1	17.40				Average
		point45	45	3,369,390.2	676,665.1	20.80				
Perkins Rd WB End to Pecue Outside	12.0	point46	46	3,370,125.0	676,169.2	14.20				Average
		point197	197	3,369,956.8	676,332.6	15.50				Average
		point47	47	3,369,808.8	676,444.6	16.00				Average
		point48	48	3,369,633.0	676,556.6	17.40				Average
		point49	49	3,369,400.8	676,684.3	20.80				
Perkins Rd WB End to Pecue RT	12.0	point50	50	3,369,864.5	676,412.7	15.00				Average
		point51	51	3,369,823.0	676,448.9	16.00				Average
		point52	52	3,369,640.5	676,564.2	17.40				Average
		point53	53	3,369,406.5	676,692.6	20.80				
Perkins Rd WB Pecue to Siegen Inside	12.0	point55	55	3,369,318.0	676,705.0	20.80	Signal	0.00	100	Average
		point56	56	3,368,219.5	677,287.1	26.00				Average
		point57	57	3,368,039.8	677,373.6	26.00				Average
		point81	81	3,367,694.8	677,515.9	26.00				Average
		point58	58	3,367,373.5	677,634.8	29.10				
Perkins Rd WB Pecue to James Outside	12.0	point63	63	3,369,323.8	676,714.6	20.80	Signal	0.00	100	Average
		point64	64	3,368,224.0	677,299.2	26.00				Average
		point65	65	3,368,050.5	677,380.8	26.00				Average
		point82	82	3,367,695.8	677,526.6	26.00				Average
		point66	66	3,367,379.0	677,643.5	29.10				
Perkins WB LT at Siegen outside	12.0	point71	71	3,363,251.5	679,211.4	20.60				Average
		point72	72	3,362,475.8	679,504.6	23.60				
Perkins WB RT at Siegen Inside	12.0	point73	73	3,363,139.5	679,289.3	20.60				Average
		point74	74	3,362,551.2	679,516.8	23.60				
Perkins WB RT at Siegen Outside	12.0	point75	75	3,362,963.5	679,370.8	20.60				Average
		point76	76	3,362,555.5	679,526.5	23.60				
Perkins WB LT at Siegen Inside	12.0	point77	77	3,363,246.0	679,200.1	20.60				Average
		point78	78	3,362,472.5	679,493.9	23.60				

INPUT: ROADWAYS

<Project Name?>

Perkins EB LT at Pecue	12.0	point83	83	3,368,992.0	676,858.0	23.00				Average
		point84	84	3,369,309.8	676,690.2	20.80				
Pecue NB South of Perkins Inside	12.0	point85	85	3,368,909.8	675,833.8	26.90	Signal	0.00	100	Average
		point167	167	3,369,129.0	676,228.6	21.30				Average
		point181	181	3,369,232.2	676,433.8	21.00				Average
		point86	86	3,369,337.8	676,631.3	20.80				
Pecue NB LT South of Perkins	12.0	point87	87	3,369,175.8	676,344.8	21.30				Average
		point88	88	3,369,330.5	676,634.9	20.80				
Pecue SB South of Perkins	12.0	point89	89	3,369,321.8	676,639.9	20.80	Signal	0.00	100	Average
		point168	168	3,369,111.8	676,239.3	21.30				Average
		point90	90	3,368,902.8	675,844.6	26.90				
Pecue NB North of Perkins Inside	12.0	point96	96	3,369,390.2	676,710.9	20.80	Signal	0.00	100	Average
		point97	97	3,369,578.8	677,034.2	26.00				Average
		point98	98	3,369,647.5	677,140.3	26.00				Average
		point99	99	3,369,710.8	677,212.1	26.00				Average
		point100	100	3,369,758.0	677,253.9	26.00				Average
		point101	101	3,369,810.8	677,299.2	26.00				Average
		point102	102	3,370,084.2	677,462.0	26.00				
Pecue NB North of Perkins Outside	12.0	point94	94	3,369,401.8	676,703.8	20.80				Average
		point103	103	3,369,598.0	677,045.1	26.00				Average
		point104	104	3,369,652.2	677,127.1	26.00				Average
		point105	105	3,369,718.0	677,203.2	26.00				Average
		point106	106	3,369,775.5	677,252.6	26.00				Average
		point107	107	3,369,823.5	677,291.8	26.00				Average
		point108	108	3,370,089.2	677,449.8	26.00				
Pecue SB North of Perkins Thru	12.0	point109	109	3,370,061.8	677,488.5	26.00				Average
		point110	110	3,369,814.5	677,348.6	26.00				Average
		point111	111	3,369,741.8	677,292.1	26.00				Average
		point112	112	3,369,677.8	677,235.9	26.00				Average
		point113	113	3,369,612.2	677,160.5	26.00				Average
		point114	114	3,369,539.0	677,049.2	26.00				Average
		point115	115	3,369,367.0	676,721.1	20.30				
Pecue SB North of Perkins Right	12.0	point116	116	3,370,049.8	677,500.8	26.00				Average
		point117	117	3,369,806.2	677,357.8	26.00				Average
		point118	118	3,369,733.5	677,302.4	26.00				Average
		point119	119	3,369,672.2	677,248.7	26.00				Average
		point120	120	3,369,602.2	677,167.9	26.00				Average
		point121	121	3,369,530.0	677,051.6	26.00				Average
		point122	122	3,369,352.5	676,724.6	20.30				

INPUT: ROADWAYS

<Project Name?>

Pecue SB North of Perkins LT	12.0	point123	123	3,369,517.2	676,981.9	26.00				Average
		point124	124	3,369,375.5	676,714.0	20.30				
NB Siegen South of Perkins Inside	12.0	point125	125	3,362,059.0	678,721.2	23.40	Signal	0.00	100	Average
		point163	163	3,362,152.5	678,906.1	23.40				Average
		point162	162	3,362,256.5	679,088.2	23.60				Average
		point194	194	3,362,315.0	679,192.6	23.60				Average
		point126	126	3,362,454.0	679,441.0	23.60				
Pekins WB Siegen to End Inside	12.0	point127	127	3,362,428.2	679,531.8	23.30	Signal	0.00	100	Average
		point128	128	3,361,461.8	679,893.7	23.30				
Pekins WB Siegen to End Outside	12.0	point129	129	3,362,438.8	679,542.4	23.30	Signal	0.00	100	Average
		point130	130	3,361,466.0	679,906.7	23.30				
NB Siegen South of Perkins Outside	12.0	point135	135	3,362,070.0	678,714.2	23.40				Average
		point164	164	3,362,165.0	678,901.5	23.40				Average
		point161	161	3,362,269.5	679,085.0	23.60				Average
		point193	193	3,362,324.0	679,182.5	23.60				Average
		point136	136	3,362,466.2	679,438.4	23.60				
NB Siegen South of Perkins RT	12.0	point137	137	3,362,312.8	679,138.2	23.60				Average
		point138	138	3,362,475.0	679,425.6	23.60				
NB Siegen South of Perkins LT Outside	12.0	point139	139	3,362,303.0	679,190.4	23.60				Average
		point140	140	3,362,444.5	679,445.7	23.60				
NB Siegen South of Perkins LT Inside	12.0	point141	141	3,362,296.2	679,195.6	23.60				Average
		point142	142	3,362,433.8	679,454.2	23.60				
SB Siegen South of Perkins Inside	12.0	point143	143	3,362,425.0	679,461.8	23.60	Signal	0.00	100	Average
		point144	144	3,362,255.8	679,148.9	23.60				Average
		point145	145	3,362,048.5	678,730.6	23.40				
SB Siegen South of Perkins Outside	12.0	point146	146	3,362,411.5	679,465.2	23.60	Signal	0.00	100	Average
		point147	147	3,362,242.8	679,153.9	23.60				Average
		point148	148	3,362,039.8	678,733.1	23.40				
SB Siegen North of Perkins Inside LT	12.0	point149	149	3,362,637.5	679,826.3	20.40				Average
		point150	150	3,362,501.8	679,552.8	23.60				
SB Siegen North of Perkins Outside LT	12.0	point151	151	3,362,626.8	679,829.2	20.40				Average
		point152	152	3,362,489.8	679,556.7	23.60				
SB Siegen North of Perkins Inside	12.0	point153	153	3,363,175.8	680,912.1	20.00				Average
		point175	175	3,362,871.2	680,334.9	20.00				Average
		point154	154	3,362,612.5	679,823.4	20.40				Average
		point155	155	3,362,479.8	679,564.5	23.60				
SB Siegen North of Perkins Outside	12.0	point156	156	3,363,163.0	680,915.8	20.00				Average
		point176	176	3,362,862.2	680,341.6	20.00				Average
		point157	157	3,362,600.2	679,828.2	20.40				Average

INPUT: ROADWAYS

<Project Name?>

		point158	158	3,362,469.8	679,570.1	23.60					
SB Siegen North of Perkins RT	12.0	point159	159	3,362,666.5	679,981.8	20.40					Average
		point160	160	3,362,459.2	679,574.6	23.60					
NB Siegen North of Perkins Outside	12.0	point131	131	3,362,523.8	679,541.4	23.60	Signal	0.00	100		Average
		point166	166	3,362,678.8	679,842.8	20.40					Average
		point169	169	3,362,816.8	680,146.0	20.00					Average
		point170	170	3,363,046.2	680,584.4	20.00					Average
		point171	171	3,363,209.8	680,896.9	20.00					
NB Siegen North of Perkins Inside-Roadway53	12.0	point133	133	3,362,511.8	679,547.4	23.60	Signal	0.00	100		Average
		point165	165	3,362,666.5	679,846.7	20.40					Average
		point172	172	3,362,808.2	680,149.8	20.00					Average
		point173	173	3,363,035.2	680,592.3	20.00					Average
		point174	174	3,363,203.5	680,911.2	20.00					
Perkins Rd James to Pecue EB Outside	12.0	point177	177	3,367,361.5	677,600.1	29.10	Signal	0.00	100		Average
		point80	80	3,367,689.2	677,477.8	26.00					Average
		point32	32	3,368,020.0	677,340.7	26.00					Average
		point33	33	3,368,211.0	677,251.4	26.00					Average
		point186	186	3,368,755.0	676,963.8	23.40					Average
		point188	188	3,368,990.5	676,838.9	22.10					Average
		point34	34	3,369,298.8	676,676.1	20.80					
Perkins Rd James to Pecue EB Inside	12.0	point178	178	3,367,362.0	677,612.7	29.10	Signal	0.00	100		Average
		point79	79	3,367,688.5	677,490.8	26.00					Average
		point6	6	3,368,026.8	677,348.9	26.00					Average
		point14	14	3,368,215.2	677,260.8	26.00					Average
		point185	185	3,368,760.0	676,972.1	23.40					Average
		point187	187	3,368,993.8	676,848.6	22.10					Average
		point8	8	3,369,304.5	676,683.5	20.80					
Perkins Rd WB Pecue to James Inside	12.0	point179	179	3,367,348.5	677,644.9	29.10	Signal	0.00	100		Average
		point59	59	3,366,943.8	677,803.6	25.40					Average
		point60	60	3,365,264.2	678,450.6	24.90					Average
		point61	61	3,364,278.0	678,834.2	24.40					Average
		point195	195	3,363,286.0	679,209.7	22.50					Average
		point62	62	3,362,481.2	679,515.1	20.60					
Perkins Rd WB James to Siegen Outside	12.0	point180	180	3,367,345.5	677,658.1	29.10	Signal	0.00	100		Average
		point67	67	3,366,950.0	677,814.1	25.40					Average
		point68	68	3,365,265.5	678,464.4	24.90					Average
		point69	69	3,364,282.0	678,843.2	24.40					Average
		point196	196	3,363,281.0	679,223.6	22.50					Average
		point70	70	3,362,487.8	679,526.1	20.60					

INPUT: ROADWAYS

<Project Name?>

Perkins Rd Pecue to End EB Single	12.0	point183	183	3,369,715.5	676,453.9	16.70				Average
		point10	10	3,369,809.0	676,397.2	16.00				Average
		point11	11	3,369,951.5	676,293.4	15.00				Average
		point92	92	3,370,144.5	676,114.9	14.00				Average
		point91	91	3,370,316.5	675,927.8	10.00				Average
		point12	12	3,370,660.2	675,546.9	10.00				Average
		point13	13	3,371,883.5	674,188.4	10.00				
Perkins Rd WB End to Pecue Inside	12.0	point184	184	3,369,960.8	676,317.0	15.00				Average
		point41	41	3,369,797.0	676,440.5	16.00				Average
		point42	42	3,369,627.2	676,548.4	17.40				Average
		point43	43	3,369,394.0	676,674.1	20.80				
Perkins EB LT at Pecue Inside	12.0	point198	198	3,368,994.0	676,867.8	0.00				Average
		point199	199	3,369,312.5	676,698.4	0.00				
Pecue NB South of Perkins outside	12.0	point200	200	3,369,131.0	676,223.9	21.30				Average
		point201	201	3,369,238.8	676,426.7	21.00				Average
		point202	202	3,369,344.0	676,625.4	20.80				

INPUT: ROADWAYS

LA DOTD Perkins Rd

URS							17 March 2015					
CM							TNM 2.5					
INPUT: ROADWAYS												
PROJECT/CONTRACT:		LA DOTD Perkins Rd									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:		FB Alt 1A 2035										
Roadway		Points										
Name		Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
					X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
		ft			ft	ft	ft		mph	%		
Perkins EB		38.0	point104	104	3,371,009.2	675,134.7	20.00				Average	
			point105	105	3,371,079.0	675,063.4	20.00				Average	
			point106	106	3,371,148.0	674,990.9	20.00				Average	
			point107	107	3,371,216.2	674,917.8	20.00				Average	
			point108	108	3,371,283.2	674,844.2	20.00				Average	
			point109	109	3,371,350.5	674,769.7	20.00				Average	
			point110	110	3,371,417.5	674,695.6	20.00				Average	
			point111	111	3,371,484.0	674,621.8	20.00				Average	
			point112	112	3,371,552.8	674,548.2	20.00				Average	
			point113	113	3,371,624.0	674,477.4	20.00				Average	
			point114	114	3,371,698.0	674,409.8	20.00				Average	
			point115	115	3,371,775.2	674,344.7	20.00				Average	
			point116	116	3,371,855.0	674,282.9	20.00				Average	
			point117	117	3,371,936.5	674,224.4	20.00				Average	
			point118	118	3,372,020.5	674,169.3	20.00				Average	
			point119	119	3,372,108.5	674,116.6	20.00				Average	
			point120	120	3,372,195.5	674,069.0	20.00				Average	
			point121	121	3,372,286.0	674,024.1	20.00				Average	
			point122	122	3,372,378.5	673,982.7	20.00				Average	
			point123	123	3,372,471.5	673,945.5	20.00				Average	
			point124	124	3,372,566.2	673,911.2	20.00				Average	
			point125	125	3,372,660.5	673,877.3	20.00				Average	
			point126	126	3,372,755.0	673,843.5	20.00				Average	
			point127	127	3,372,849.5	673,809.7	20.00				Average	
			point128	128	3,372,943.5	673,776.0	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point129	129	3,373,038.2	673,742.1	20.00				Average	
		point130	130	3,373,132.8	673,708.3	20.00				Average	
		point131	131	3,373,227.2	673,674.4	20.00				Average	
		point132	132	3,373,321.0	673,640.9	20.00				Average	
		point133	133	3,373,414.2	673,607.4	20.00				Average	
		point134	134	3,373,508.2	673,573.7	20.00				Average	
		point135	135	3,373,602.2	673,540.1	20.00				Average	
		point136	136	3,373,696.2	673,506.4	20.00				Average	
		point137	137	3,373,790.5	673,472.6	20.00				Average	
		point138	138	3,373,884.8	673,438.9	20.00				Average	
		point139	139	3,373,979.2	673,405.1	20.00				Average	
		point140	140	3,374,073.5	673,371.3	20.00				Average	
		point141	141	3,374,167.5	673,337.6	20.00				Average	
		point142	142	3,374,261.5	673,303.9	20.00				Average	
		point143	143	3,374,355.5	673,270.3	20.00				Average	
		point144	144	3,374,448.5	673,235.3	20.00				Average	
		point145	145	3,374,540.5	673,196.0	20.00				Average	
		point146	146	3,374,628.0	673,154.0	20.00				Average	
		point147	147	3,374,716.8	673,106.8	20.00				Average	
		point148	148	3,374,802.0	673,056.4	20.00				Average	
		point149	149	3,374,887.5	673,004.6	20.00				Average	
		point150	150	3,374,975.5	672,956.1	20.00				Average	
		point151	151	3,375,065.5	672,911.5	20.00				Average	
		point152	152	3,375,158.0	672,870.6	20.00				Average	
		point153	153	3,375,252.8	672,833.6	20.00				Average	
		point154	154	3,375,345.8	672,796.7	20.00				Average	
		point206	206	3,375,431.8	672,752.8	20.00				Average	
		point207	207	3,375,515.2	672,699.7	20.00				Average	
		point208	208	3,375,592.0	672,639.8	20.00				Average	
		point209	209	3,375,663.2	672,572.7	20.00				Average	
		point210	210	3,375,727.2	672,499.6	20.00				Average	
		point211	211	3,375,785.5	672,418.7	20.00				Average	
		point212	212	3,375,835.0	672,333.6	20.00				Average	
		point213	213	3,375,876.5	672,243.6	20.00				Average	
		point214	214	3,375,908.5	672,151.6	20.00				Average	
		point215	215	3,375,934.0	672,055.2	20.00				Average	
		point216	216	3,375,952.5	671,960.6	20.00					
Perkins WB	38.0	point227	227	3,375,992.2	671,966.1	20.00				Average	
		point226	226	3,375,972.5	672,067.1	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point225	225	3,375,946.0	672,165.8	20.00				Average	
		point224	224	3,375,912.5	672,261.3	20.00				Average	
		point223	223	3,375,869.8	672,353.5	20.00				Average	
		point222	222	3,375,818.5	672,440.9	20.00				Average	
		point221	221	3,375,759.2	672,523.6	20.00				Average	
		point220	220	3,375,692.0	672,600.4	20.00				Average	
		point219	219	3,375,618.5	672,669.9	20.00				Average	
		point218	218	3,375,538.2	672,732.4	20.00				Average	
		point217	217	3,375,452.2	672,787.2	20.00				Average	
		point155	155	3,375,361.2	672,833.6	20.00				Average	
		point156	156	3,375,267.5	672,870.8	20.00				Average	
		point157	157	3,375,174.8	672,907.0	20.00				Average	
		point158	158	3,375,083.8	672,947.2	20.00				Average	
		point159	159	3,374,995.2	672,990.9	20.00				Average	
		point160	160	3,374,908.5	673,038.6	20.00				Average	
		point161	161	3,374,823.8	673,090.0	20.00				Average	
		point162	162	3,374,737.0	673,141.4	20.00				Average	
		point163	163	3,374,648.0	673,188.8	20.00				Average	
		point164	164	3,374,557.0	673,232.4	20.00				Average	
		point165	165	3,374,464.8	673,271.9	20.00				Average	
		point166	166	3,374,370.8	673,307.3	20.00				Average	
		point167	167	3,374,276.0	673,341.3	20.00				Average	
		point168	168	3,374,181.5	673,375.0	20.00				Average	
		point169	169	3,374,087.2	673,408.8	20.00				Average	
		point170	170	3,373,993.0	673,442.6	20.00				Average	
		point171	171	3,373,898.8	673,476.3	20.00				Average	
		point172	172	3,373,804.5	673,510.2	20.00				Average	
		point173	173	3,373,710.2	673,543.9	20.00				Average	
		point174	174	3,373,616.5	673,577.4	20.00				Average	
		point175	175	3,373,522.2	673,611.2	20.00				Average	
		point176	176	3,373,428.8	673,644.7	20.00				Average	
		point177	177	3,373,334.5	673,678.5	20.00				Average	
		point178	178	3,373,240.2	673,712.2	20.00				Average	
		point179	179	3,373,146.0	673,746.0	20.00				Average	
		point180	180	3,373,051.8	673,779.8	20.00				Average	
		point181	181	3,372,957.5	673,813.5	20.00				Average	
		point182	182	3,372,864.0	673,847.0	20.00				Average	
		point183	183	3,372,769.8	673,880.7	20.00				Average	
		point184	184	3,372,675.5	673,914.5	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point185	185	3,372,581.0	673,948.3	20.00				Average
		point186	186	3,372,487.0	673,982.4	20.00				Average
		point187	187	3,372,394.2	674,019.4	20.00				Average
		point188	188	3,372,304.0	674,059.7	20.00				Average
		point189	189	3,372,215.2	674,103.8	20.00				Average
		point190	190	3,372,128.8	674,151.0	20.00				Average
		point191	191	3,372,043.5	674,202.2	20.00				Average
		point192	192	3,371,960.5	674,256.4	20.00				Average
		point193	193	3,371,880.0	674,314.0	20.00				Average
		point194	194	3,371,801.5	674,375.0	20.00				Average
		point195	195	3,371,725.2	674,439.1	20.00				Average
		point196	196	3,371,652.0	674,506.0	20.00				Average
		point197	197	3,371,582.0	674,575.4	20.00				Average
		point198	198	3,371,514.0	674,648.1	20.00				Average
		point199	199	3,371,447.2	674,722.1	20.00				Average
		point200	200	3,371,380.0	674,796.7	20.00				Average
		point201	201	3,371,313.2	674,870.7	20.00				Average
		point202	202	3,371,245.8	674,944.8	20.00				Average
		point203	203	3,371,177.5	675,018.1	20.00				Average
		point204	204	3,371,108.2	675,090.7	20.00				Average
		point205	205	3,371,038.0	675,162.6	20.00				

INPUT: ROADWAYS

<Project Name?>

URS												
SPG												
INPUT: ROADWAYS								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA				
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 2B										
Roadway		Points										
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment		
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?	
	ft			ft	ft	ft		mph	%			
Perkins Rd Pecue to End EB Inside	12.0	point15	15	3,369,376.8	676,646.5	20.80	Signal	0.00	100	Average		
		point9	9	3,369,622.2	676,513.6	17.40				Average		
		point182	182	3,369,715.5	676,453.9	16.70						
Perkins Rd Siegen to Pecue EB Inside	12.0	point1	1	3,362,468.5	679,483.0	23.60	Signal	0.00	100	Average		
		point198	198	3,363,373.5	679,134.3	24.00				Average		
		point2	2	3,364,281.5	678,784.6	24.40				Average		
		point3	3	3,365,258.2	678,408.0	24.90				Average		
		point4	4	3,366,937.8	677,765.1	25.40				Average		
		point5	5	3,367,340.2	677,611.6	29.10						
Perkins EB RT at Siegen	12.0	point16	16	3,362,041.8	679,612.1	23.30				Average		
		point17	17	3,362,366.8	679,488.5	23.30						
Perkins EB End to Siegen - Outside	12.0	point18	18	3,361,446.5	679,846.4	23.30				Average		
		point190	190	3,361,817.2	679,707.9	23.30				Average		
		point191	191	3,362,064.0	679,617.3	23.30				Average		
		point19	19	3,362,400.2	679,491.7	23.30						
Roadway7	12.0	point20	20	3,361,453.8	679,857.8	23.30				Average		
		point189	189	3,361,828.0	679,716.0	23.30				Average		
		point192	192	3,362,073.0	679,625.1	23.30				Average		
		point21	21	3,362,403.5	679,500.2	23.30						
Perkins EB LT Outside at Siegen	12.0	point22	22	3,361,831.2	679,728.2	23.30				Average		
		point23	23	3,362,408.2	679,509.5	23.30						
Perkins EB LT Inside at Siegen	12.0	point24	24	3,362,092.5	679,641.7	23.30				Average		
		point25	25	3,362,416.0	679,518.2	23.30						
Perkins Rd Siegen to Pecue EB Outside	12.0	point26	26	3,362,464.8	679,471.2	23.60	Signal	0.00	100	Average		
		point199	199	3,362,916.5	679,297.6	23.80				Average		

INPUT: ROADWAYS

<Project Name?>

		point197	197	3,363,368.2	679,124.1	24.00				Average
		point27	27	3,364,279.5	678,774.1	24.40				Average
		point28	28	3,365,253.5	678,399.2	24.90				Average
		point29	29	3,366,934.8	677,753.8	25.40				Average
		point31	31	3,367,335.0	677,600.4	29.10				
Perkins Rd Pecue to End EB Outside	12.0	point35	35	3,369,372.5	676,638.1	20.80	Signal	0.00	100	Average
		point36	36	3,369,619.2	676,504.6	17.40				Average
		point37	37	3,369,711.2	676,447.8	17.00				
Perkins Rd WB End to Pecue Single	12.0	point38	38	3,371,908.2	674,199.8	10.00				Average
		point39	39	3,370,675.5	675,559.1	10.00				Average
		point54	54	3,370,329.5	675,947.0	10.00				Average
		point93	93	3,370,153.2	676,134.1	14.00				Average
		point40	40	3,369,960.8	676,317.0	15.00				
Perkins Rd WB LT at Pecue	12.0	point44	44	3,369,623.5	676,540.1	17.40				Average
		point45	45	3,369,390.2	676,665.1	20.80				
Perkins Rd WB End to Pecue Outside	12.0	point46	46	3,370,155.8	676,138.9	15.00				Average
		point203	203	3,370,028.5	676,264.4	15.25				Average
		point204	204	3,369,962.8	676,327.2	15.38				Average
		point202	202	3,369,889.0	676,384.1	15.50				Average
		point47	47	3,369,808.8	676,444.6	16.00				Average
		point48	48	3,369,633.0	676,556.6	17.40				Average
		point49	49	3,369,400.8	676,684.3	20.80				
Perkins Rd WB End to Pecue RT	12.0	point50	50	3,369,864.5	676,412.7	15.00				Average
		point51	51	3,369,823.0	676,448.9	16.00				Average
		point52	52	3,369,640.5	676,564.2	17.40				Average
		point53	53	3,369,406.5	676,692.6	20.80				
Perkins Rd WB Pecue to Siegen Inside	12.0	point55	55	3,369,322.0	676,713.9	20.80	Signal	0.00	100	Average
		point56	56	3,368,220.5	677,293.0	26.00				Average
		point57	57	3,368,039.8	677,373.6	26.00				Average
		point81	81	3,367,690.8	677,502.9	26.00				Average
		point58	58	3,367,370.5	677,626.8	29.10				
Perkins Rd WB Pecue to James Outside	12.0	point63	63	3,369,330.8	676,723.5	20.80	Signal	0.00	100	Average
		point64	64	3,368,225.0	677,301.2	26.00				Average
		point65	65	3,368,050.5	677,380.8	26.00				Average
		point82	82	3,367,695.8	677,513.7	26.00				Average
		point66	66	3,367,377.0	677,636.6	29.10				
Perkins WB LT at Siegen outside	12.0	point71	71	3,363,005.2	679,303.8	23.80				Average
		point72	72	3,362,495.8	679,501.9	23.60				
Perkins WB RT at Siegen Inside	12.0	point73	73	3,363,138.0	679,287.3	20.60				Average

INPUT: ROADWAYS

<Project Name?>

		point74	74	3,362,549.8	679,514.8	23.60					
Perkins WB RT at Siegen Outside	12.0	point75	75	3,362,962.2	679,367.5	23.80					Average
		point76	76	3,362,554.2	679,523.2	23.60					
Perkins WB LT at Siegen Inside	12.0	point77	77	3,362,966.0	679,307.4	23.80					Average
		point78	78	3,362,492.5	679,493.9	23.60					
Perkins EB LT at Pecue Outside	12.0	point83	83	3,368,990.8	676,857.1	23.00					Average
		point84	84	3,369,308.5	676,689.3	20.80					
Pecue NB South of Perkins Inside	12.0	point85	85	3,368,909.8	675,833.8	26.90	Signal	0.00	100		Average
		point167	167	3,369,125.5	676,230.9	21.30					Average
		point181	181	3,369,232.2	676,433.8	21.00					Average
		point86	86	3,369,337.8	676,631.3	20.80					
Pecue NB LT South of Perkins	12.0	point87	87	3,369,175.8	676,344.8	21.30					Average
		point88	88	3,369,330.5	676,634.9	20.80					
Pecue SB South of Perkins	12.0	point89	89	3,369,321.8	676,639.9	20.80	Signal	0.00	100		Average
		point168	168	3,369,111.8	676,239.3	21.30					Average
		point90	90	3,368,902.8	675,844.6	26.90					
Pecue NB North of Perkins Inside	12.0	point96	96	3,369,390.2	676,710.9	20.80	Signal	0.00	100		Average
		point97	97	3,369,578.8	677,034.2	26.00					Average
		point98	98	3,369,647.5	677,140.3	26.00					Average
		point99	99	3,369,710.8	677,212.1	26.00					Average
		point100	100	3,369,758.0	677,253.9	26.00					Average
		point101	101	3,369,810.8	677,299.2	26.00					Average
		point102	102	3,370,084.2	677,462.0	26.00					
Pecue NB North of Perkins Outside	12.0	point94	94	3,369,401.2	676,706.1	20.80					Average
		point103	103	3,369,586.8	677,029.1	26.00					Average
		point104	104	3,369,652.2	677,127.1	26.00					Average
		point105	105	3,369,718.0	677,203.2	26.00					Average
		point106	106	3,369,775.5	677,252.6	26.00					Average
		point107	107	3,369,823.5	677,291.8	26.00					Average
		point108	108	3,370,089.2	677,449.8	26.00					
Pecue SB North of Perkins Thru	12.0	point109	109	3,370,061.8	677,488.5	26.00					Average
		point110	110	3,369,814.5	677,348.6	26.00					Average
		point111	111	3,369,741.8	677,292.1	26.00					Average
		point112	112	3,369,677.8	677,235.9	26.00					Average
		point113	113	3,369,612.2	677,160.5	26.00					Average
		point114	114	3,369,539.0	677,049.2	26.00					Average
		point115	115	3,369,366.2	676,723.4	20.30					
Pecue SB North of Perkins Right	12.0	point116	116	3,370,049.8	677,500.8	26.00					Average
		point117	117	3,369,806.2	677,357.8	26.00					Average

INPUT: ROADWAYS

<Project Name?>

		point118	118	3,369,733.5	677,302.4	26.00				Average
		point119	119	3,369,672.2	677,248.7	26.00				Average
		point120	120	3,369,602.2	677,167.9	26.00				Average
		point121	121	3,369,530.0	677,051.6	26.00				Average
		point122	122	3,369,352.5	676,724.6	20.30				
Pecue SB North of Perkins LT	12.0	point123	123	3,369,517.2	676,981.9	26.00				Average
		point124	124	3,369,375.5	676,714.0	20.30				
NB Siegen South of Perkins Inside	12.0	point125	125	3,362,059.0	678,721.2	23.40	Signal	0.00	100	Average
		point163	163	3,362,152.5	678,906.1	23.40				Average
		point162	162	3,362,256.5	679,088.2	23.60				Average
		point194	194	3,362,315.0	679,192.6	23.60				Average
		point126	126	3,362,454.0	679,441.0	23.60				
Pekins WB Siegen to End Inside	12.0	point127	127	3,362,428.2	679,531.8	23.30	Signal	0.00	100	Average
		point128	128	3,361,461.8	679,893.7	23.30				
Pekins WB Siegen to End Outside	12.0	point129	129	3,362,438.8	679,542.4	23.30	Signal	0.00	100	Average
		point130	130	3,361,466.0	679,906.7	23.30				
NB Siegen South of Perkins Outside	12.0	point135	135	3,362,070.0	678,714.2	23.40				Average
		point164	164	3,362,165.0	678,901.5	23.40				Average
		point161	161	3,362,269.5	679,085.0	23.60				Average
		point193	193	3,362,324.0	679,182.5	23.60				Average
		point136	136	3,362,466.2	679,438.4	23.60				
NB Siegen South of Perkins RT	12.0	point137	137	3,362,312.8	679,138.2	23.60				Average
		point138	138	3,362,475.0	679,425.6	23.60				
NB Siegen South of Perkins LT Outside	12.0	point139	139	3,362,303.0	679,190.4	23.60				Average
		point140	140	3,362,444.5	679,445.7	23.60				
NB Siegen South of Perkins LT Inside	12.0	point141	141	3,362,296.2	679,195.6	23.60				Average
		point142	142	3,362,433.8	679,454.2	23.60				
SB Siegen South of Perkins Inside	12.0	point143	143	3,362,425.0	679,461.8	23.60	Signal	0.00	100	Average
		point144	144	3,362,255.8	679,148.9	23.60				Average
		point145	145	3,362,048.5	678,730.6	23.40				
SB Siegen South of Perkins Outside	12.0	point146	146	3,362,411.5	679,465.2	23.60	Signal	0.00	100	Average
		point147	147	3,362,242.8	679,153.9	23.60				Average
		point148	148	3,362,039.8	678,733.1	23.40				
SB Siegen North of Perkins Inside LT	12.0	point149	149	3,362,637.5	679,826.3	20.40				Average
		point150	150	3,362,501.8	679,552.8	23.60				
SB Siegen North of Perkins Outside LT	12.0	point151	151	3,362,626.8	679,829.2	20.40				Average
		point152	152	3,362,489.8	679,556.7	23.60				
SB Siegen North of Perkins Inside	12.0	point153	153	3,363,175.8	680,912.1	20.00				Average
		point175	175	3,362,871.2	680,334.9	20.00				Average

INPUT: ROADWAYS

<Project Name?>

		point154	154	3,362,612.5	679,823.4	20.40				Average
		point155	155	3,362,479.8	679,564.5	23.60				
SB Siegen North of Perkins Outside	12.0	point156	156	3,363,163.0	680,915.8	20.00				Average
		point176	176	3,362,862.2	680,341.6	20.00				Average
		point157	157	3,362,600.2	679,828.2	20.40				Average
		point158	158	3,362,469.8	679,570.1	23.60				
SB Siegen North of Perkins RT	12.0	point159	159	3,362,666.5	679,981.8	20.40				Average
		point160	160	3,362,459.2	679,574.6	23.60				
NB Siegen North of Perkins Outside	12.0	point131	131	3,362,523.8	679,541.4	23.60	Signal	0.00	100	Average
		point166	166	3,362,678.8	679,842.8	20.40				Average
		point169	169	3,362,816.8	680,146.0	20.00				Average
		point170	170	3,363,046.2	680,584.4	20.00				Average
		point171	171	3,363,209.8	680,896.9	20.00				
NB Siegen North of Perkins Inside-Roadway53	12.0	point133	133	3,362,511.8	679,547.4	23.60	Signal	0.00	100	Average
		point165	165	3,362,666.5	679,846.7	20.40				Average
		point172	172	3,362,808.2	680,149.8	20.00				Average
		point173	173	3,363,035.2	680,592.3	20.00				Average
		point174	174	3,363,203.5	680,911.2	20.00				
Perkins Rd James to Pecue EB Outside	12.0	point177	177	3,367,353.5	677,595.1	29.10	Signal	0.00	100	Average
		point80	80	3,367,681.2	677,464.9	26.00				Average
		point32	32	3,368,017.0	677,332.8	26.00				Average
		point33	33	3,368,208.0	677,249.4	26.00				Average
		point186	186	3,368,755.0	676,963.8	23.40				Average
		point188	188	3,368,987.2	676,837.6	22.10				Average
		point34	34	3,369,295.5	676,672.1	20.80				
Perkins Rd James to Pecue EB Inside	12.0	point178	178	3,367,359.0	677,606.8	29.10	Signal	0.00	100	Average
		point79	79	3,367,686.5	677,475.9	26.00				Average
		point6	6	3,368,025.5	677,343.0	26.00				Average
		point14	14	3,368,214.2	677,259.8	26.00				Average
		point185	185	3,368,760.0	676,972.1	23.40				Average
		point187	187	3,368,990.5	676,846.4	22.10				Average
		point8	8	3,369,301.5	676,680.4	20.80				
Perkins Rd WB Pecue to James Inside	12.0	point179	179	3,367,345.5	677,638.0	29.10	Signal	0.00	100	Average
		point59	59	3,366,942.8	677,797.7	25.40				Average
		point60	60	3,365,267.2	678,440.6	24.90				Average
		point61	61	3,364,271.0	678,820.3	24.40				Average
		point195	195	3,363,283.0	679,205.8	22.50				Average
		point62	62	3,362,486.5	679,518.4	23.60				
Perkins Rd WB James to Siegen Outside	12.0	point180	180	3,367,351.5	677,648.2	29.10	Signal	0.00	100	Average

INPUT: ROADWAYS

<Project Name?>

		point67	67	3,366,948.0	677,807.2	25.40				Average
		point68	68	3,365,272.5	678,449.4	24.90				Average
		point69	69	3,364,275.0	678,828.4	24.40				Average
		point196	196	3,363,280.0	679,218.6	22.50				Average
		point70	70	3,362,491.0	679,527.4	23.60				
Perkins Rd Pecue to End EB Single	12.0	point183	183	3,369,715.5	676,453.9	16.70				Average
		point10	10	3,369,809.0	676,397.2	16.00				Average
		point11	11	3,369,951.5	676,293.4	15.00				Average
		point92	92	3,370,144.5	676,114.9	14.00				Average
		point91	91	3,370,316.5	675,927.8	10.00				Average
		point12	12	3,370,660.2	675,546.9	10.00				Average
		point13	13	3,371,883.5	674,188.4	10.00				
Perkins Rd WB End to Pecue Inside	12.0	point184	184	3,369,960.8	676,317.0	15.00				Average
		point41	41	3,369,797.0	676,440.5	16.00				Average
		point42	42	3,369,627.2	676,548.4	17.40				Average
		point43	43	3,369,394.0	676,674.1	20.80				
Perkins EB LT at Pecue Inside	12.0	point200	200	3,369,002.0	676,869.7	23.00				Average
		point201	201	3,369,315.2	676,702.8	20.80				
Roadway62	12.0	point205	205	3,369,131.0	676,223.9	21.30				Average
		point206	206	3,369,238.8	676,426.7	21.00				Average
		point207	207	3,369,344.0	676,625.4	20.80				

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point231	231	3,372,855.2	673,807.5	20.00				Average	
		point232	232	3,372,950.0	673,773.9	20.00				Average	
		point233	233	3,373,044.0	673,740.0	20.00				Average	
		point234	234	3,373,138.2	673,706.4	20.00				Average	
		point235	235	3,373,232.8	673,672.4	20.00				Average	
		point236	236	3,373,326.5	673,638.8	20.00				Average	
		point237	237	3,373,420.8	673,605.1	20.00				Average	
		point238	238	3,373,515.5	673,571.0	20.00				Average	
		point239	239	3,373,609.5	673,537.5	20.00				Average	
		point240	240	3,373,703.8	673,503.8	20.00				Average	
		point241	241	3,373,798.0	673,470.0	20.00				Average	
		point242	242	3,373,892.5	673,436.1	20.00				Average	
		point243	243	3,373,986.0	673,402.6	20.00				Average	
		point244	244	3,374,079.5	673,369.1	20.00				Average	
		point245	245	3,374,173.8	673,335.4	20.00				Average	
		point246	246	3,374,268.5	673,301.5	20.00				Average	
		point247	247	3,374,362.0	673,267.9	20.00				Average	
		point248	248	3,374,454.0	673,229.7	20.00				Average	
		point249	249	3,374,545.8	673,190.9	20.00				Average	
		point250	250	3,374,634.2	673,149.0	20.00				Average	
		point251	251	3,374,721.8	673,100.2	20.00				Average	
		point252	252	3,374,808.5	673,052.3	20.00				Average	
		point253	253	3,374,895.8	673,003.4	20.00				Average	
		point254	254	3,374,983.0	672,955.0	20.00				Average	
		point255	255	3,375,074.5	672,909.2	20.00				Average	
		point256	256	3,375,166.8	672,870.8	20.00				Average	
		point257	257	3,375,258.5	672,832.1	20.00				Average	
		point258	258	3,375,347.8	672,788.8	20.00				Average	
		point259	259	3,375,438.0	672,744.0	20.00				Average	
		point260	260	3,375,515.5	672,694.7	20.00				Average	
		point261	261	3,375,592.8	672,630.7	20.00				Average	
		point262	262	3,375,666.5	672,569.1	20.00				Average	
		point263	263	3,375,726.2	672,489.8	20.00				Average	
		point264	264	3,375,786.2	672,410.6	20.00				Average	
		point265	265	3,375,831.8	672,329.6	20.00				Average	
		point266	266	3,375,872.5	672,237.0	20.00				Average	
		point267	267	3,375,908.5	672,148.5	20.00				Average	
		point268	268	3,375,930.2	672,050.7	20.00				Average	
		point269	269	3,375,953.0	671,949.7	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

Perkins WB	38.0	point270	270	3,375,991.2	671,961.6	20.00				Average
		point271	271	3,375,969.0	672,059.5	20.00				Average
		point272	272	3,375,947.0	672,158.6	20.00				Average
		point273	273	3,375,909.0	672,252.7	20.00				Average
		point274	274	3,375,868.2	672,344.4	20.00				Average
		point275	275	3,375,818.5	672,433.8	20.00				Average
		point276	276	3,375,758.0	672,513.7	20.00				Average
		point277	277	3,375,696.5	672,594.8	20.00				Average
		point278	278	3,375,618.8	672,660.5	20.00				Average
		point279	279	3,375,541.2	672,724.6	20.00				Average
		point280	280	3,375,456.0	672,779.5	20.00				Average
		point281	281	3,375,364.5	672,824.7	20.00				Average
		point282	282	3,375,273.8	672,869.1	20.00				Average
		point283	283	3,375,182.2	672,907.5	20.00				Average
		point284	284	3,375,090.8	672,946.0	20.00				Average
		point285	285	3,375,003.8	672,989.1	20.00				Average
		point286	286	3,374,916.5	673,037.5	20.00				Average
		point287	287	3,374,828.8	673,086.4	20.00				Average
		point288	288	3,374,740.5	673,135.5	20.00				Average
		point289	289	3,374,653.0	673,184.1	20.00				Average
		point290	290	3,374,561.5	673,227.6	20.00				Average
		point291	291	3,374,469.0	673,266.7	20.00				Average
		point292	292	3,374,376.5	673,305.4	20.00				Average
		point293	293	3,374,281.5	673,339.3	20.00				Average
		point294	294	3,374,188.0	673,372.7	20.00				Average
		point295	295	3,374,093.2	673,406.7	20.00				Average
		point296	296	3,373,999.8	673,440.4	20.00				Average
		point297	297	3,373,906.0	673,473.7	20.00				Average
		point298	298	3,373,812.0	673,507.4	20.00				Average
		point299	299	3,373,716.5	673,541.6	20.00				Average
		point300	300	3,373,623.8	673,574.9	20.00				Average
		point301	301	3,373,529.5	673,608.6	20.00				Average
		point302	302	3,373,434.8	673,642.6	20.00				Average
		point303	303	3,373,340.5	673,676.3	20.00				Average
		point304	304	3,373,246.0	673,710.2	20.00				Average
		point305	305	3,373,152.5	673,743.7	20.00				Average
		point306	306	3,373,058.5	673,777.5	20.00				Average
		point307	307	3,372,964.0	673,811.2	20.00				Average
		point308	308	3,372,870.2	673,844.7	20.00				Average

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point309	309	3,372,776.0	673,878.5	20.00				Average
		point310	310	3,372,682.5	673,913.2	20.00				Average
		point311	311	3,372,590.0	673,952.8	20.00				Average
		point312	312	3,372,500.0	673,991.8	20.00				Average
		point313	313	3,372,407.5	674,031.4	20.00				Average
		point314	314	3,372,318.5	674,072.7	20.00				Average
		point315	315	3,372,233.0	674,122.9	20.00				Average
		point316	316	3,372,147.0	674,173.2	20.00				Average
		point317	317	3,372,060.8	674,223.5	20.00				Average
		point318	318	3,371,977.5	674,276.4	20.00				Average
		point319	319	3,371,899.0	674,336.5	20.00				Average
		point320	320	3,371,820.5	674,396.5	20.00				Average
		point321	321	3,371,741.5	674,456.8	20.00				Average
		point322	322	3,371,664.8	674,521.1	20.00				Average
		point323	323	3,371,594.5	674,589.9	20.00				Average
		point324	324	3,371,523.5	674,659.4	20.00				Average
		point325	325	3,371,452.5	674,729.2	20.00				Average
		point326	326	3,371,383.2	674,800.5	20.00				Average
		point327	327	3,371,315.5	674,875.0	20.00				Average
		point328	328	3,371,246.5	674,947.4	20.00				Average
		point329	329	3,371,178.0	675,019.3	20.00				Average
		point330	330	3,371,108.8	675,092.2	20.00				Average
		point331	331	3,371,039.5	675,164.6	20.00				Average
		point332	332	3,370,970.0	675,237.0	20.00				Average
		point333	333	3,370,900.0	675,307.5	20.00				

INPUT: ROADWAYS

<Project Name?>

URS					9 April 2015						
SPG					TNM 2.5						
INPUT: ROADWAYS							Average pavement type shall be used unless				
PROJECT/CONTRACT: <Project Name?>							a State highway agency substantiates the use				
RUN: Perkins Road 2035 Alternative 3							of a different type with the approval of FHWA				
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
	ft			ft	ft	ft		mph	%		
Perkins Rd Pecue to End EB Inside	12.0	point15	15	3,369,376.8	676,646.5	20.80	Signal	0.00	100	Average	
		point9	9	3,369,625.2	676,513.6	17.40				Average	
		point182	182	3,369,715.5	676,453.9	16.70					
Perkins Rd Siegen to Pecue EB Inside	12.0	point1	1	3,362,468.5	679,483.0	23.60	Signal	0.00	100	Average	
		point198	198	3,363,365.0	679,125.9	24.00				Average	
		point2	2	3,364,270.2	678,771.9	24.40				Average	
		point3	3	3,365,254.0	678,398.8	24.90				Average	
		point4	4	3,366,925.0	677,748.1	25.40				Average	
		point5	5	3,367,325.5	677,594.6	29.10					
Perkins EB RT at Siegen	12.0	point16	16	3,362,041.8	679,612.1	23.30				Average	
		point17	17	3,362,366.8	679,488.5	23.30					
Perkins EB End to Siegen - Outside	12.0	point18	18	3,361,446.5	679,846.4	23.30				Average	
		point190	190	3,361,817.2	679,707.9	23.30				Average	
		point191	191	3,362,064.0	679,617.3	23.30				Average	
		point19	19	3,362,400.2	679,491.7	23.30					
Roadway7	12.0	point20	20	3,361,453.8	679,857.8	23.30				Average	
		point189	189	3,361,828.0	679,716.0	23.30				Average	
		point192	192	3,362,073.0	679,625.1	23.30				Average	
		point21	21	3,362,403.5	679,500.2	23.30					
Perkins EB LT Outside at Siegen	12.0	point22	22	3,361,831.2	679,728.2	23.30				Average	
		point23	23	3,362,408.2	679,509.5	23.30					
Perkins EB LT Inside at Siegen	12.0	point24	24	3,362,092.5	679,641.7	23.30				Average	
		point25	25	3,362,416.0	679,518.2	23.30					
Perkins Rd Siegen to Pecue EB Outside	12.0	point26	26	3,362,464.8	679,471.2	23.60	Signal	0.00	100	Average	
		point199	199	3,362,913.5	679,293.4	23.80				Average	

INPUT: ROADWAYS

<Project Name?>

		point197	197	3,363,361.0	679,109.4	24.00				Average
		point27	27	3,364,263.2	678,755.1	24.40				Average
		point28	28	3,365,242.0	678,385.8	24.90				Average
		point29	29	3,366,922.0	677,730.6	25.40				Average
		point31	31	3,367,322.5	677,581.4	29.10				
Perkins Rd Pecue to End EB Outside	12.0	point35	35	3,369,372.0	676,639.9	20.80	Signal	0.00	100	Average
		point36	36	3,369,618.5	676,508.8	17.40				Average
		point37	37	3,369,711.2	676,447.8	17.00				
Perkins Rd WB End to Pecue Single	12.0	point38	38	3,371,908.2	674,199.8	10.00				Average
		point39	39	3,370,675.5	675,559.1	10.00				Average
		point54	54	3,370,329.5	675,947.0	10.00				Average
		point93	93	3,370,153.2	676,134.1	14.00				Average
		point40	40	3,369,960.8	676,317.0	15.00				
Perkins Rd WB LT at Pecue	12.0	point44	44	3,369,623.5	676,540.1	17.40				Average
		point45	45	3,369,390.2	676,665.1	20.80				
Perkins Rd WB End to Pecue Outside	12.0	point46	46	3,370,155.8	676,138.9	15.00				Average
		point203	203	3,370,028.5	676,264.4	15.25				Average
		point204	204	3,369,962.8	676,327.2	15.38				Average
		point202	202	3,369,889.0	676,384.1	15.50				Average
		point47	47	3,369,808.8	676,444.6	16.00				Average
		point48	48	3,369,633.0	676,556.6	17.40				Average
		point49	49	3,369,400.8	676,684.3	20.80				
Perkins Rd WB End to Pecue RT	12.0	point50	50	3,369,864.5	676,412.7	15.00				Average
		point51	51	3,369,823.0	676,448.9	16.00				Average
		point52	52	3,369,640.5	676,564.2	17.40				Average
		point53	53	3,369,406.5	676,692.6	20.80				
Perkins Rd WB Pecue to Siegen Inside	12.0	point55	55	3,369,322.0	676,713.9	20.80	Signal	0.00	100	Average
		point207	207	3,368,776.8	677,002.8	23.40				Average
		point210	210	3,368,493.5	677,145.1	24.70				Average
		point56	56	3,368,206.2	677,283.1	26.00				Average
		point57	57	3,367,932.8	677,404.5	26.00				Average
		point81	81	3,367,690.8	677,502.9	26.00				Average
		point58	58	3,367,370.5	677,626.8	29.10				
Perkins Rd WB Pecue to James Outside	12.0	point63	63	3,369,330.8	676,723.5	20.80	Signal	0.00	100	Average
		point208	208	3,368,780.8	677,015.1	23.40				Average
		point209	209	3,368,504.0	677,156.8	24.70				Average
		point64	64	3,368,219.5	677,292.8	26.00				Average
		point65	65	3,367,937.8	677,418.8	26.00				Average
		point82	82	3,367,695.8	677,513.7	26.00				Average

INPUT: ROADWAYS

<Project Name?>

		point66	66	3,367,377.0	677,636.6	29.10					
Perkins WB LT at Siegen outside	12.0	point71	71	3,363,005.2	679,303.8	23.80					Average
		point72	72	3,362,495.8	679,501.9	23.60					
Perkins WB RT at Siegen Inside	12.0	point73	73	3,363,138.0	679,287.3	20.60					Average
		point74	74	3,362,549.8	679,514.8	23.60					
Perkins WB RT at Siegen Outside	12.0	point75	75	3,362,962.2	679,367.5	23.80					Average
		point76	76	3,362,554.2	679,523.2	23.60					
Perkins WB LT at Siegen Inside	12.0	point77	77	3,362,966.0	679,307.4	23.80					Average
		point78	78	3,362,492.5	679,493.9	23.60					
Perkins EB LT at Pecue Outside	12.0	point83	83	3,368,766.8	676,968.4	23.00					Average
		point84	84	3,369,307.2	676,683.7	20.80					
Pecue NB South of Perkins inside	12.0	point85	85	3,368,909.8	675,833.8	26.90	Signal	0.00	100		Average
		point167	167	3,369,125.5	676,230.9	21.30					Average
		point181	181	3,369,232.2	676,433.8	21.00					Average
		point86	86	3,369,337.8	676,631.3	20.80					
Pecue NB LT South of Perkins	12.0	point87	87	3,369,175.8	676,344.8	21.30					Average
		point88	88	3,369,330.5	676,634.9	20.80					
Pecue SB South of Perkins	12.0	point89	89	3,369,321.8	676,639.9	20.80	Signal	0.00	100		Average
		point168	168	3,369,111.8	676,239.3	21.30					Average
		point90	90	3,368,902.8	675,844.6	26.90					
Pecue NB North of Perkins Inside	12.0	point96	96	3,369,390.2	676,710.9	20.80	Signal	0.00	100		Average
		point97	97	3,369,578.8	677,034.2	26.00					Average
		point98	98	3,369,647.5	677,140.3	26.00					Average
		point99	99	3,369,710.8	677,212.1	26.00					Average
		point100	100	3,369,758.0	677,253.9	26.00					Average
		point101	101	3,369,810.8	677,299.2	26.00					Average
		point102	102	3,370,084.2	677,462.0	26.00					
Pecue NB North of Perkins Outside	12.0	point94	94	3,369,400.5	676,705.4	20.80					Average
		point103	103	3,369,598.0	677,045.1	26.00					Average
		point104	104	3,369,652.2	677,127.1	26.00					Average
		point105	105	3,369,718.0	677,203.2	26.00					Average
		point106	106	3,369,775.5	677,252.6	26.00					Average
		point107	107	3,369,823.5	677,291.8	26.00					Average
		point108	108	3,370,089.2	677,449.8	26.00					
Pecue SB North of Perkins Thru	12.0	point109	109	3,370,061.8	677,488.5	26.00					Average
		point110	110	3,369,814.5	677,348.6	26.00					Average
		point111	111	3,369,741.8	677,292.1	26.00					Average
		point112	112	3,369,677.8	677,235.9	26.00					Average
		point113	113	3,369,612.2	677,160.5	26.00					Average

INPUT: ROADWAYS

<Project Name?>

		point114	114	3,369,539.0	677,049.2	26.00				Average
		point115	115	3,369,367.0	676,721.1	20.30				
Pecue SB North of Perkins Right	12.0	point116	116	3,370,049.8	677,500.8	26.00				Average
		point117	117	3,369,806.2	677,357.8	26.00				Average
		point118	118	3,369,733.5	677,302.4	26.00				Average
		point119	119	3,369,672.2	677,248.7	26.00				Average
		point120	120	3,369,602.2	677,167.9	26.00				Average
		point121	121	3,369,530.0	677,051.6	26.00				Average
		point122	122	3,369,352.5	676,724.6	20.30				
Pecue SB North of Perkins LT	12.0	point123	123	3,369,517.2	676,981.9	26.00				Average
		point124	124	3,369,375.5	676,714.0	20.30				
NB Siegen South of Perkins Inside	12.0	point125	125	3,362,059.0	678,721.2	23.40	Signal	0.00	100	Average
		point163	163	3,362,152.5	678,906.1	23.40				Average
		point162	162	3,362,256.5	679,088.2	23.60				Average
		point194	194	3,362,315.0	679,192.6	23.60				Average
		point126	126	3,362,454.0	679,441.0	23.60				
Pekins WB Siegen to End Inside	12.0	point127	127	3,362,428.2	679,531.8	23.30	Signal	0.00	100	Average
		point128	128	3,361,461.8	679,893.7	23.30				
Pekins WB Siegen to End Outside	12.0	point129	129	3,362,438.8	679,542.4	23.30	Signal	0.00	100	Average
		point130	130	3,361,466.0	679,906.7	23.30				
NB Siegen South of Perkins Outside	12.0	point135	135	3,362,070.0	678,714.2	23.40				Average
		point164	164	3,362,165.0	678,901.5	23.40				Average
		point161	161	3,362,269.5	679,085.0	23.60				Average
		point193	193	3,362,324.0	679,182.5	23.60				Average
		point136	136	3,362,466.2	679,438.4	23.60				
NB Siegen South of Perkins RT	12.0	point137	137	3,362,312.8	679,138.2	23.60				Average
		point138	138	3,362,475.0	679,425.6	23.60				
NB Siegen South of Perkins LT Outside	12.0	point139	139	3,362,303.0	679,190.4	23.60				Average
		point140	140	3,362,444.5	679,445.7	23.60				
NB Siegen South of Perkins LT Inside	12.0	point141	141	3,362,296.2	679,195.6	23.60				Average
		point142	142	3,362,433.8	679,454.2	23.60				
SB Siegen South of Perkins Inside	12.0	point143	143	3,362,425.0	679,461.8	23.60	Signal	0.00	100	Average
		point144	144	3,362,255.8	679,148.9	23.60				Average
		point145	145	3,362,048.5	678,730.6	23.40				
SB Siegen South of Perkins Outside	12.0	point146	146	3,362,411.5	679,465.2	23.60	Signal	0.00	100	Average
		point147	147	3,362,242.8	679,153.9	23.60				Average
		point148	148	3,362,039.8	678,733.1	23.40				
SB Siegen North of Perkins Inside LT	12.0	point149	149	3,362,637.5	679,826.3	20.40				Average
		point150	150	3,362,501.8	679,552.8	23.60				

INPUT: ROADWAYS

<Project Name?>

SB Siegen North of Perkins Outside LT	12.0	point151	151	3,362,626.8	679,829.2	20.40				Average
		point152	152	3,362,489.8	679,556.7	23.60				
SB Siegen North of Perkins Inside	12.0	point153	153	3,363,175.8	680,912.1	20.00				Average
		point175	175	3,362,871.2	680,334.9	20.00				Average
		point154	154	3,362,612.5	679,823.4	20.40				Average
		point155	155	3,362,479.8	679,564.5	23.60				
SB Siegen North of Perkins Outside	12.0	point156	156	3,363,163.0	680,915.8	20.00				Average
		point176	176	3,362,862.2	680,341.6	20.00				Average
		point157	157	3,362,600.2	679,828.2	20.40				Average
		point158	158	3,362,469.8	679,570.1	23.60				
SB Siegen North of Perkins RT	12.0	point159	159	3,362,666.5	679,981.8	20.40				Average
		point160	160	3,362,459.2	679,574.6	23.60				
NB Siegen North of Perkins Outside	12.0	point131	131	3,362,523.8	679,541.4	23.60	Signal	0.00	100	Average
		point166	166	3,362,678.8	679,842.8	20.40				Average
		point169	169	3,362,816.8	680,146.0	20.00				Average
		point170	170	3,363,046.2	680,584.4	20.00				Average
		point171	171	3,363,209.8	680,896.9	20.00				
NB Siegen North of Perkins Inside-Roadway53	12.0	point133	133	3,362,511.8	679,547.4	23.60	Signal	0.00	100	Average
		point165	165	3,362,666.5	679,846.7	20.40				Average
		point172	172	3,362,808.2	680,149.8	20.00				Average
		point173	173	3,363,035.2	680,592.3	20.00				Average
		point174	174	3,363,203.5	680,911.2	20.00				
Perkins Rd James to Pecue EB Outside	12.0	point177	177	3,367,339.5	677,573.9	29.10	Signal	0.00	100	Average
		point80	80	3,367,670.2	677,449.4	26.00				Average
		point32	32	3,367,908.5	677,355.3	26.00				Average
		point33	33	3,368,205.0	677,222.6	26.00				Average
		point206	206	3,368,544.0	677,064.3	24.70				Average
		point186	186	3,368,759.2	676,948.2	23.40				Average
		point188	188	3,368,996.2	676,822.8	22.10				Average
		point34	34	3,369,297.8	676,660.4	20.80				
Perkins Rd James to Pecue EB Inside	12.0	point178	178	3,367,345.0	677,585.6	29.10	Signal	0.00	100	Average
		point79	79	3,367,675.2	677,460.4	26.00				Average
		point6	6	3,367,911.5	677,368.4	26.00				Average
		point14	14	3,368,210.0	677,234.5	26.00				Average
		point205	205	3,368,554.8	677,073.1	24.70				Average
		point185	185	3,368,764.2	676,956.6	23.40				Average
		point187	187	3,368,997.0	676,834.8	22.10				Average
		point8	8	3,369,305.8	676,671.1	20.80				
Perkins Rd WB Pecue to James Inside	12.0	point179	179	3,367,345.5	677,638.0	29.10	Signal	0.00	100	Average

INPUT: ROADWAYS

<Project Name?>

		point59	59	3,366,942.8	677,793.4	25.40				Average
		point60	60	3,365,274.2	678,444.8	24.90				Average
		point61	61	3,364,278.0	678,828.8	24.40				Average
		point195	195	3,363,283.0	679,205.8	22.50				Average
		point62	62	3,362,486.5	679,518.4	23.60				
Perkins Rd WB James to Siegen Outside	12.0	point180	180	3,367,351.5	677,648.2	29.10	Signal	0.00	100	Average
		point67	67	3,366,948.0	677,807.2	25.40				Average
		point68	68	3,365,279.8	678,456.5	24.90				Average
		point69	69	3,364,287.5	678,845.3	24.40				Average
		point196	196	3,363,284.2	679,220.7	22.50				Average
		point70	70	3,362,491.0	679,527.4	23.60				
Perkins Rd Pecue to End EB Single	12.0	point183	183	3,369,715.5	676,453.9	16.70				Average
		point10	10	3,369,809.0	676,397.2	16.00				Average
		point11	11	3,369,951.5	676,293.4	15.00				Average
		point92	92	3,370,144.5	676,114.9	14.00				Average
		point91	91	3,370,316.5	675,927.8	10.00				Average
		point12	12	3,370,660.2	675,546.9	10.00				Average
		point13	13	3,371,883.5	674,188.4	10.00				
Perkins Rd WB End to Pecue Inside	12.0	point184	184	3,369,960.8	676,317.0	15.00				Average
		point41	41	3,369,797.0	676,440.5	16.00				Average
		point42	42	3,369,627.2	676,548.4	17.40				Average
		point43	43	3,369,394.0	676,674.1	20.80				
Perkins EB LT at Pecue Inside	12.0	point200	200	3,368,776.8	676,971.1	23.00				Average
		point201	201	3,369,313.5	676,696.5	20.80				
Pecue NB south of Perkins Outside	12.0	point211	211	3,369,131.0	676,223.9	21.30				Average
		point212	212	3,369,238.8	676,426.7	21.00				Average
		point213	213	3,369,344.0	676,625.4	20.80				

INPUT: ROADWAYS

LA DOTD Perkins Rd

URS							17 March 2015					
CM							TNM 2.5					
INPUT: ROADWAYS												
PROJECT/CONTRACT:		LA DOTD Perkins Rd									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA	
RUN:		FB Alt 3 2035										
Roadway		Points										
Name		Width	Name	No.	Coordinates (pavement)		Flow Control				Segment	
					X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	
											On Struct?	
		ft			ft	ft	ft		mph	%		
Perkins EB		38.0	point334	334	3,370,861.5	675,269.6	20.00				Average	
			point335	335	3,370,931.5	675,199.5	20.00				Average	
			point336	336	3,371,001.0	675,127.3	20.00				Average	
			point337	337	3,371,070.5	675,054.4	20.00				Average	
			point338	338	3,371,139.5	674,981.9	20.00				Average	
			point339	339	3,371,208.0	674,909.9	20.00				Average	
			point340	340	3,371,276.2	674,838.6	20.00				Average	
			point341	341	3,371,343.0	674,764.5	20.00				Average	
			point342	342	3,371,415.5	674,694.5	20.00				Average	
			point343	343	3,371,489.5	674,625.5	20.00				Average	
			point344	344	3,371,563.0	674,556.9	20.00				Average	
			point345	345	3,371,636.5	674,487.8	20.00				Average	
			point346	346	3,371,709.0	674,420.3	20.00				Average	
			point347	347	3,371,789.2	674,354.2	20.00				Average	
			point348	348	3,371,873.0	674,299.4	20.00				Average	
			point349	349	3,371,956.2	674,244.7	20.00				Average	
			point350	350	3,372,038.5	674,190.3	20.00				Average	
			point351	351	3,372,123.2	674,134.7	20.00				Average	
			point352	352	3,372,206.8	674,079.8	20.00				Average	
			point353	353	3,372,301.8	674,036.8	20.00				Average	
			point354	354	3,372,393.5	673,996.8	20.00				Average	
			point355	355	3,372,485.5	673,956.6	20.00				Average	
			point356	356	3,372,576.8	673,916.5	20.00				Average	
			point357	357	3,372,667.8	673,876.7	20.00				Average	
			point358	358	3,372,762.5	673,840.0	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point359	359	3,372,857.5	673,807.8	20.00				Average	
		point360	360	3,372,952.0	673,775.9	20.00				Average	
		point361	361	3,373,047.5	673,743.2	20.00				Average	
		point362	362	3,373,141.2	673,711.5	20.00				Average	
		point363	363	3,373,235.0	673,679.6	20.00				Average	
		point364	364	3,373,330.2	673,647.3	20.00				Average	
		point365	365	3,373,425.5	673,615.0	20.00				Average	
		point366	366	3,373,520.0	673,582.8	20.00				Average	
		point367	367	3,373,614.5	673,551.0	20.00				Average	
		point368	368	3,373,709.0	673,518.8	20.00				Average	
		point369	369	3,373,804.5	673,486.5	20.00				Average	
		point370	370	3,373,899.5	673,454.3	20.00				Average	
		point371	371	3,373,993.0	673,422.4	20.00				Average	
		point372	372	3,374,087.8	673,390.3	20.00				Average	
		point373	373	3,374,178.5	673,354.5	20.00				Average	
		point374	374	3,374,268.0	673,311.8	20.00				Average	
		point375	375	3,374,358.2	673,269.0	20.00				Average	
		point376	376	3,374,448.0	673,226.3	20.00				Average	
		point377	377	3,374,535.8	673,184.8	20.00				Average	
		point378	378	3,374,626.2	673,141.6	20.00				Average	
		point379	379	3,374,717.0	673,098.3	20.00				Average	
		point380	380	3,374,807.2	673,053.6	20.00				Average	
		point381	381	3,374,897.5	673,008.8	20.00				Average	
		point382	382	3,374,987.0	672,964.1	20.00				Average	
		point383	383	3,375,076.5	672,919.5	20.00				Average	
		point384	384	3,375,166.0	672,875.0	20.00				Average	
		point385	385	3,375,256.5	672,829.9	20.00				Average	
		point386	386	3,375,338.2	672,780.2	20.00				Average	
		point387	387	3,375,418.8	672,726.8	20.00				Average	
		point388	388	3,375,501.8	672,671.6	20.00				Average	
		point389	389	3,375,584.0	672,617.5	20.00				Average	
		point390	390	3,375,658.2	672,566.5	20.00				Average	
		point391	391	3,375,708.0	672,484.4	20.00				Average	
		point392	392	3,375,759.2	672,399.0	20.00				Average	
		point393	393	3,375,810.2	672,315.0	20.00				Average	
		point394	394	3,375,861.2	672,229.9	20.00				Average	
		point395	395	3,375,895.2	672,145.0	20.00				Average	
		point396	396	3,375,909.5	672,049.1	20.00				Average	
		point397	397	3,375,925.0	671,950.0	20.00				Average	

INPUT: ROADWAYS

LA DOTD Perkins Rd

Perkins WB	38.0	point398	398	3,375,977.5	671,958.5	20.00				Average
		point399	399	3,375,962.2	672,058.1	20.00				Average
		point400	400	3,375,946.8	672,158.7	20.00				Average
		point401	401	3,375,912.5	672,256.1	20.00				Average
		point402	402	3,375,867.2	672,345.2	20.00				Average
		point403	403	3,375,821.8	672,435.1	20.00				Average
		point404	404	3,375,762.5	672,520.2	20.00				Average
		point405	405	3,375,692.5	672,592.8	20.00				Average
		point406	406	3,375,621.8	672,666.6	20.00				Average
		point407	407	3,375,543.8	672,731.9	20.00				Average
		point408	408	3,375,455.0	672,781.5	20.00				Average
		point409	409	3,375,367.0	672,830.9	20.00				Average
		point410	410	3,375,278.5	672,879.1	20.00				Average
		point411	411	3,375,188.2	672,924.1	20.00				Average
		point412	412	3,375,100.2	672,967.8	20.00				Average
		point413	413	3,375,011.8	673,012.0	20.00				Average
		point414	414	3,374,922.5	673,056.3	20.00				Average
		point415	415	3,374,832.2	673,101.4	20.00				Average
		point416	416	3,374,744.0	673,145.2	20.00				Average
		point417	417	3,374,652.8	673,188.2	20.00				Average
		point418	418	3,374,562.5	673,231.1	20.00				Average
		point419	419	3,374,472.0	673,274.4	20.00				Average
		point420	420	3,374,381.5	673,317.4	20.00				Average
		point421	421	3,374,291.0	673,360.7	20.00				Average
		point422	422	3,374,199.5	673,403.9	20.00				Average
		point423	423	3,374,107.5	673,440.7	20.00				Average
		point424	424	3,374,011.0	673,473.4	20.00				Average
		point425	425	3,373,916.5	673,505.6	20.00				Average
		point426	426	3,373,821.8	673,537.6	20.00				Average
		point427	427	3,373,727.0	673,569.7	20.00				Average
		point428	428	3,373,632.5	673,601.7	20.00				Average
		point429	429	3,373,538.0	673,634.0	20.00				Average
		point430	430	3,373,443.5	673,666.0	20.00				Average
		point431	431	3,373,349.0	673,698.0	20.00				Average
		point432	432	3,373,253.5	673,730.5	20.00				Average
		point433	433	3,373,158.8	673,762.6	20.00				Average
		point434	434	3,373,063.8	673,794.8	20.00				Average
		point435	435	3,372,969.5	673,826.9	20.00				Average
		point436	436	3,372,875.5	673,858.9	20.00				Average

INPUT: ROADWAYS

LA DOTD Perkins Rd

		point437	437	3,372,780.5	673,890.8	20.00				Average
		point438	438	3,372,687.5	673,926.8	20.00				Average
		point439	439	3,372,598.0	673,966.1	20.00				Average
		point440	440	3,372,506.2	674,006.2	20.00				Average
		point441	441	3,372,414.0	674,046.4	20.00				Average
		point442	442	3,372,323.2	674,086.0	20.00				Average
		point443	443	3,372,234.2	674,125.7	20.00				Average
		point444	444	3,372,153.0	674,179.6	20.00				Average
		point445	445	3,372,070.2	674,233.7	20.00				Average
		point446	446	3,371,986.5	674,289.1	20.00				Average
		point447	447	3,371,904.0	674,343.4	20.00				Average
		point448	448	3,371,819.8	674,398.9	20.00				Average
		point449	449	3,371,744.2	674,460.9	20.00				Average
		point450	450	3,371,672.5	674,527.7	20.00				Average
		point451	451	3,371,599.0	674,596.6	20.00				Average
		point452	452	3,371,528.0	674,662.9	20.00				Average
		point453	453	3,371,455.0	674,731.5	20.00				Average
		point454	454	3,371,383.5	674,800.2	20.00				Average
		point455	455	3,371,316.5	674,874.4	20.00				Average
		point456	456	3,371,247.0	674,947.5	20.00				Average
		point457	457	3,371,178.5	675,019.5	20.00				Average
		point458	458	3,371,109.8	675,091.6	20.00				Average
		point459	459	3,371,040.0	675,164.3	20.00				Average
		point460	460	3,370,970.5	675,236.9	20.00				Average
		point461	461	3,370,899.5	675,308.3	20.00				

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

<Organization?>			9 April 2015																							
SPG			TNM 2.5																							
INPUT: TRAFFIC FOR LAeq1h Volumes																										
PROJECT/CONTRACT:			Improvements to Perkins Road																							
RUN:			2013 Existing Conditions																							
Roadway			Points																							
Name			Name		No.		Segment																			
							Autos		MTrucks		HTrucks		Buses		Motorcycles											
							V		S		V		S		V											
							veh/hr		mph		veh/hr		mph		veh/hr											
Perkins Rd Pecue to End EB Inside			point15		15		504		45		21		45		5		45		0		0		0		0	
			point9		9		504		45		21		45		5		45		0		0		0		0	
			point10		10		504		45		21		45		5		45		0		0		0		0	
			point11		11		504		45		21		45		5		45		0		0		0		0	
			point92		92		504		45		21		45		5		45		0		0		0		0	
			point91		91		504		45		21		45		5		45		0		0		0		0	
			point12		12		504		45		21		45		5		45		0		0		0		0	
			point13		13																					
Perkins Rd Siegen to James EB			point1		1		1110		45		47		45		12		45		0		0		0		0	
			point183		183		1110		45		47		45		12		45		0		0		0		0	
			point200		200		1110		45		47		45		12		45		0		0		0		0	
			point182		182		1110		45		47		45		12		45		0		0		0		0	
			point2		2		1110		45		47		45		12		45		0		0		0		0	
			point3		3		1110		45		47		45		12		45		0		0		0		0	
			point4		4		1110		45		47		45		12		45		0		0		0		0	
			point5		5																					
Perkins EB Inside at Siegen			point20		20		632		45		26		45		6		45		0		0		0		0	
			point192		192		291		45		13		45		3		45		0		0		0		0	
			point21		21																					
Perkins EB LT Outside at Siegen			point22		22		299		45		13		45		3		45		0		0		0		0	
			point23		23																					
Perkins EB LT Inside at Siegen			point24		24		299		45		13		45		3		45		0		0		0		0	
			point25		25																					

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Perkins Rd WB End to Pecue Inside	point38	38	550	45	23	45	6	45	0	0	0	0
	point39	39	550	45	23	45	6	45	0	0	0	0
	point54	54	550	45	23	45	6	45	0	0	0	0
	point93	93	550	45	23	45	6	45	0	0	0	0
	point40	40	550	45	23	45	6	45	0	0	0	0
	point41	41	550	45	23	45	6	45	0	0	0	0
	point42	42	451	45	19	45	4	45	0	0	0	0
	point43	43										
Perkins Rd WB LT at Pecue	point44	44	29	45	1	45	0	0	0	0	0	0
	point45	45										
Perkins Rd WB End to Pecue RT	point50	50	71	45	3	45	1	45	0	0	0	0
	point51	51	71	45	3	45	1	45	0	0	0	0
	point52	52	71	45	3	45	1	45	0	0	0	0
	point53	53										
Perkins Rd WB Pecue to James Single	point55	55	672	45	28	45	7	45	0	0	0	0
	point178	178	672	45	28	45	7	45	0	0	0	0
	point56	56	672	45	28	45	7	45	0	0	0	0
	point57	57	672	45	28	45	7	45	0	0	0	0
	point81	81	672	45	28	45	7	45	0	0	0	0
	point58	58										
Perkins WB at Siegen RT	point75	75	299	45	13	45	3	45	0	0	0	0
	point199	199	299	45	13	45	3	45	0	0	0	0
	point76	76										
Perkins WB LT at Siegen	point77	77	158	45	7	45	2	45	0	0	0	0
	point78	78										
Perkins EB LT at Pecue	point83	83	198	45	10	45	2	45	0	0	0	0
	point84	84										
Pecue NB South of Perkins	point85	85	158	40	7	40	2	40	0	0	0	0
	point167	167	158	40	7	40	2	40	0	0	0	0
	point194	194	118	40	5	40	2	40	0	0	0	0
	point86	86										
Pecue NB LT South of Perkins	point87	87	40	40	2	40	0	0	0	0	0	0
	point88	88										
Pecue SB South of Perkins	point89	89	205	40	9	40	2	40	0	0	0	0
	point168	168	205	40	9	40	2	40	0	0	0	0
	point90	90										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Pecue NB North of Perkins Inside	point96	96	188	40	8	40	2	40	0	0	0	0
	point97	97	188	40	8	40	2	40	0	0	0	0
	point98	98	188	40	8	40	2	40	0	0	0	0
	point99	99	188	40	8	40	2	40	0	0	0	0
	point100	100	188	40	8	40	2	40	0	0	0	0
	point101	101	188	40	8	40	2	40	0	0	0	0
	point102	102										
Pecue NB North of Perkins Outside	point94	94	188	40	8	40	2	40	0	0	0	0
	point103	103	188	40	8	40	2	40	0	0	0	0
	point104	104	188	40	8	40	2	40	0	0	0	0
	point105	105	188	40	8	40	2	40	0	0	0	0
	point106	106	188	40	8	40	2	40	0	0	0	0
	point107	107	188	40	8	40	2	40	0	0	0	0
	point108	108										
Pecue SB North of Perkins Inside	point109	109	165	40	7	40	2	40	0	0	0	0
	point110	110	165	40	7	40	2	40	0	0	0	0
	point111	111	165	40	7	40	2	40	0	0	0	0
	point112	112	165	40	7	40	2	40	0	0	0	0
	point113	113	165	40	7	40	2	40	0	0	0	0
	point114	114	165	40	7	40	2	40	0	0	0	0
	point115	115										
Pecue SB North of Perkins RT	point116	116	165	40	7	40	2	40	0	0	0	0
	point117	117	165	40	7	40	2	40	0	0	0	0
	point118	118	165	40	7	40	2	40	0	0	0	0
	point119	119	165	40	7	40	2	40	0	0	0	0
	point120	120	165	40	7	40	2	40	0	0	0	0
	point121	121	165	40	7	40	2	40	0	0	0	0
	point122	122										
Pecue SB North of Perkins LT	point123	123	32	40	1	40	0	0	0	0	0	0
	point124	124										
NB Siegen South of Perkins	point125	125	467	45	20	45	5	45	0	0	0	0
	point163	163	467	45	20	45	5	45	0	0	0	0
	point162	162	467	45	20	45	5	45	0	0	0	0
	point126	126										
Roadway36	point127	127	507	45	21	45	5	45	0	0	0	0
	point128	128										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Roadway37	point129	129	507	45	21	45	5	45	0	0	0	0
	point130	130										
Roadway40	point135	135	467	45	20	45	5	45	0	0	0	0
	point164	164	467	45	20	45	5	45	0	0	0	0
	point161	161	467	45	20	45	5	45	0	0	0	0
	point136	136										
NB Siegen South of Perkins RT	point137	137	97	45	8	45	2	45	0	0	0	0
	point138	138										
NB Siegen South of Perkins LT Outside	point139	139	70	45	3	45	1	45	0	0	0	0
	point140	140										
NB Siegen South of Perkins LT Inside	point141	141	70	45	3	45	1	45	0	0	0	0
	point142	142										
SB Siegen South of Perkins Inside	point143	143	562	45	24	45	6	45	0	0	0	0
	point144	144	562	45	24	45	6	45	0	0	0	0
	point145	145										
SB Siegen South of Perkins Outside	point146	146	562	45	24	45	6	45	0	0	0	0
	point147	147	562	45	24	45	6	45	0	0	0	0
	point148	148										
SB Siegen North of Perkins LT	point149	149	393	45	17	45	4	45	0	0	0	0
	point150	150										
SB Siegen North of Perkins Inside	point153	153	838	45	35	45	9	45	0	0	0	0
	point175	175	838	45	35	45	9	45	0	0	0	0
	point154	154	409	45	17	45	5	45	0	0	0	0
	point155	155										
SB Siegen North of Perkins Outside	point156	156	838	45	35	45	9	45	0	0	0	0
	point176	176	838	45	35	45	9	45	0	0	0	0
	point157	157	409	45	17	45	5	45	0	0	0	0
	point158	158										
SB Siegen North of Perkins RT	point159	159	465	45	20	45	5	45	0	0	0	0
	point160	160										
NB Siegen North of Perkins Outside	point131	131	748	45	31	45	8	45	0	0	0	0
	point166	166	748	45	31	45	8	45	0	0	0	0
	point169	169	748	45	31	45	8	45	0	0	0	0
	point170	170	748	45	31	45	8	45	0	0	0	0
	point171	171										
NB Siegen North of Perkins Inside-Roadway	point133	133	748	45	31	45	8	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

	point165	165	748	45	31	45	8	45	0	0	0	0
	point172	172	748	45	31	45	8	45	0	0	0	0
	point173	173	748	45	31	45	8	45	0	0	0	0
	point174	174										
Perkins Rd WB Pecue to Siegen Outside	point179	179	205	45	9	45	2	45	0	0	0	0
	point193	193	205	45	9	45	2	45	0	0	0	0
	point180	180	205	45	9	45	2	45	0	0	0	0
	point181	181										
Perkins EB at Siegen Outside	point184	184	632	45	26	45	6	45	0	0	0	0
	point16	16	291	45	13	45	3	45	0	0	0	0
	point17	17										
Perkins Rd WB Pecue to Siegen Inside-2	point188	188	205	45	9	45	2	45	0	0	0	0
	point62	62										
Roadway60	point195	195	0	0	0	0	0	0	0	0	0	0
	point196	196										
Perkins Rd James to Pecue EB	point197	197	694	45	29	45	7	45	0	0	0	0
	point79	79	694	45	29	45	7	45	0	0	0	0
	point6	6	694	45	29	45	7	45	0	0	0	0
	point14	14	694	45	29	45	7	45	0	0	0	0
	point177	177	694	45	29	45	7	45	0	0	0	0
	point191	191	496	45	29	45	5	45	0	0	0	0
	point8	8										
Perkins Rd WB James to Siegen Single	point198	198	867	45	37	45	9	45	0	0	0	0
	point59	59	867	45	37	45	9	45	0	0	0	0
	point60	60	867	45	37	45	9	45	0	0	0	0
	point61	61	867	45	37	45	9	45	0	0	0	0
	point186	186	867	45	37	45	9	45	0	0	0	0
	point187	187										
EB Perkins Meadow Park LT	point201	201	53	45	0	0	0	0	0	0	0	0
	point202	202	53	45	0	0	0	0	0	0	0	0
	point203	203										

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

URS				17 March 2015									
CM				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		LA DOTD Perkins Rd											
RUN:		Existing 2015											
Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins EB		point1	1	1024	45	43	45	11	45	0	0	0	0
		point2	2	1024	45	43	45	11	45	0	0	0	0
		point3	3	1024	45	43	45	11	45	0	0	0	0
		point4	4	1024	45	43	45	11	45	0	0	0	0
		point5	5	1024	45	43	45	11	45	0	0	0	0
		point6	6	1024	45	43	45	11	45	0	0	0	0
		point7	7	1024	45	43	45	11	45	0	0	0	0
		point8	8	1024	45	43	45	11	45	0	0	0	0
		point9	9	1024	45	43	45	11	45	0	0	0	0
		point10	10	1024	45	43	45	11	45	0	0	0	0
		point11	11	1024	45	43	45	11	45	0	0	0	0
		point12	12	1024	45	43	45	11	45	0	0	0	0
		point13	13	1024	45	43	45	11	45	0	0	0	0
		point14	14	1024	45	43	45	11	45	0	0	0	0
		point15	15	1024	45	43	45	11	45	0	0	0	0
		point16	16	1024	45	43	45	11	45	0	0	0	0
		point17	17	1024	45	43	45	11	45	0	0	0	0
		point18	18	1024	45	43	45	11	45	0	0	0	0
		point19	19	1024	45	43	45	11	45	0	0	0	0
		point20	20	1024	45	43	45	11	45	0	0	0	0
		point21	21	1024	45	43	45	11	45	0	0	0	0
		point22	22	1024	45	43	45	11	45	0	0	0	0
		point23	23	1024	45	43	45	11	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point24	24	1024	45	43	45	11	45	0	0	0	0
	point25	25	1024	45	43	45	11	45	0	0	0	0
	point26	26	1024	45	43	45	11	45	0	0	0	0
	point27	27	1024	45	43	45	11	45	0	0	0	0
	point28	28	1024	45	43	45	11	45	0	0	0	0
	point29	29	1024	45	43	45	11	45	0	0	0	0
	point30	30	1024	45	43	45	11	45	0	0	0	0
	point31	31	1024	45	43	45	11	45	0	0	0	0
	point32	32	1024	45	43	45	11	45	0	0	0	0
	point33	33	1024	45	43	45	11	45	0	0	0	0
	point34	34	1024	45	43	45	11	45	0	0	0	0
	point35	35	1024	45	43	45	11	45	0	0	0	0
	point36	36	1024	45	43	45	11	45	0	0	0	0
	point37	37	1024	45	43	45	11	45	0	0	0	0
	point38	38	1024	45	43	45	11	45	0	0	0	0
	point39	39	1024	45	43	45	11	45	0	0	0	0
	point40	40	1024	45	43	45	11	45	0	0	0	0
	point41	41	1024	45	43	45	11	45	0	0	0	0
	point42	42	1024	45	43	45	11	45	0	0	0	0
	point43	43	1024	45	43	45	11	45	0	0	0	0
	point44	44	1024	45	43	45	11	45	0	0	0	0
	point45	45	1024	45	43	45	11	45	0	0	0	0
	point46	46	1024	45	43	45	11	45	0	0	0	0
	point47	47	1024	45	43	45	11	45	0	0	0	0
	point48	48	1024	45	43	45	11	45	0	0	0	0
	point49	49	1024	45	43	45	11	45	0	0	0	0
	point50	50	1024	45	43	45	11	45	0	0	0	0
	point51	51	1024	45	43	45	11	45	0	0	0	0
	point104	104	1024	45	43	45	11	45	0	0	0	0
	point105	105	1024	45	43	45	11	45	0	0	0	0
	point106	106	1024	45	43	45	11	45	0	0	0	0
	point107	107	1024	45	43	45	11	45	0	0	0	0
	point108	108	1024	45	43	45	11	45	0	0	0	0
	point109	109	1024	45	43	45	11	45	0	0	0	0
	point110	110	1024	45	43	45	11	45	0	0	0	0
	point111	111	1024	45	43	45	11	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point112	112	1024	45	43	45	11	45	0	0	0	0
	point113	113	1024	45	43	45	11	45	0	0	0	0
	point114	114	1024	45	43	45	11	45	0	0	0	0
	point115	115	1024	45	43	45	11	45	0	0	0	0
	point116	116										
Perkins WB	point130	130	840	45	35	45	9	45	0	0	0	0
	point128	128	840	45	35	45	9	45	0	0	0	0
	point127	127	840	45	35	45	9	45	0	0	0	0
	point126	126	840	45	35	45	9	45	0	0	0	0
	point125	125	840	45	35	45	9	45	0	0	0	0
	point124	124	840	45	35	45	9	45	0	0	0	0
	point123	123	840	45	35	45	9	45	0	0	0	0
	point122	122	840	45	35	45	9	45	0	0	0	0
	point121	121	840	45	35	45	9	45	0	0	0	0
	point120	120	840	45	35	45	9	45	0	0	0	0
	point119	119	840	45	35	45	9	45	0	0	0	0
	point118	118	840	45	35	45	9	45	0	0	0	0
	point117	117	840	45	35	45	9	45	0	0	0	0
	point52	52	840	45	35	45	9	45	0	0	0	0
	point53	53	840	45	35	45	9	45	0	0	0	0
	point54	54	840	45	35	45	9	45	0	0	0	0
	point55	55	840	45	35	45	9	45	0	0	0	0
	point56	56	840	45	35	45	9	45	0	0	0	0
	point57	57	840	45	35	45	9	45	0	0	0	0
	point58	58	840	45	35	45	9	45	0	0	0	0
	point59	59	840	45	35	45	9	45	0	0	0	0
	point60	60	840	45	35	45	9	45	0	0	0	0
	point61	61	840	45	35	45	9	45	0	0	0	0
	point62	62	840	45	35	45	9	45	0	0	0	0
	point63	63	840	45	35	45	9	45	0	0	0	0
	point64	64	840	45	35	45	9	45	0	0	0	0
	point65	65	840	45	35	45	9	45	0	0	0	0
	point66	66	840	45	35	45	9	45	0	0	0	0
	point67	67	840	45	35	45	9	45	0	0	0	0
	point68	68	840	45	35	45	9	45	0	0	0	0
	point69	69	840	45	35	45	9	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point70	70	840	45	35	45	9	45	0	0	0	0
	point71	71	840	45	35	45	9	45	0	0	0	0
	point72	72	840	45	35	45	9	45	0	0	0	0
	point73	73	840	45	35	45	9	45	0	0	0	0
	point74	74	840	45	35	45	9	45	0	0	0	0
	point75	75	840	45	35	45	9	45	0	0	0	0
	point76	76	840	45	35	45	9	45	0	0	0	0
	point77	77	840	45	35	45	9	45	0	0	0	0
	point78	78	840	45	35	45	9	45	0	0	0	0
	point79	79	840	45	35	45	9	45	0	0	0	0
	point80	80	840	45	35	45	9	45	0	0	0	0
	point81	81	840	45	35	45	9	45	0	0	0	0
	point82	82	840	45	35	45	9	45	0	0	0	0
	point83	83	840	45	35	45	9	45	0	0	0	0
	point84	84	840	45	35	45	9	45	0	0	0	0
	point85	85	840	45	35	45	9	45	0	0	0	0
	point86	86	840	45	35	45	9	45	0	0	0	0
	point87	87	840	45	35	45	9	45	0	0	0	0
	point88	88	840	45	35	45	9	45	0	0	0	0
	point89	89	840	45	35	45	9	45	0	0	0	0
	point90	90	840	45	35	45	9	45	0	0	0	0
	point91	91	840	45	35	45	9	45	0	0	0	0
	point92	92	840	45	35	45	9	45	0	0	0	0
	point93	93	840	45	35	45	9	45	0	0	0	0
	point94	94	840	45	35	45	9	45	0	0	0	0
	point95	95	840	45	35	45	9	45	0	0	0	0
	point96	96	840	45	35	45	9	45	0	0	0	0
	point97	97	840	45	35	45	9	45	0	0	0	0
	point98	98	840	45	35	45	9	45	0	0	0	0
	point99	99	840	45	35	45	9	45	0	0	0	0
	point100	100	840	45	35	45	9	45	0	0	0	0
	point101	101	840	45	35	45	9	45	0	0	0	0
	point102	102										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

URS Corporation			9 April 2015									
SPG			TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:			Improvements to Perkins Road									
RUN:			2035 No Build									
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos		V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins Rd Pecue to End EB Inside	point15	15	653	45	27	45	7	45	0	0	0	0
	point9	9	653	45	27	45	7	45	0	0	0	0
	point10	10	653	45	27	45	7	45	0	0	0	0
	point11	11	653	45	27	45	7	45	0	0	0	0
	point92	92	653	45	27	45	7	45	0	0	0	0
	point91	91	653	45	27	45	7	45	0	0	0	0
	point12	12	653	45	27	45	7	45	0	0	0	0
	point13	13										
Perkins Rd Siegen to James EB	point1	1	1238	45	52	45	13	45	0	0	0	0
	point183	183	1238	45	52	45	13	45	0	0	0	0
	point201	201	1238	45	52	45	13	45	0	0	0	0
	point182	182	1238	45	52	45	13	45	0	0	0	0
	point2	2	1238	45	52	45	13	45	0	0	0	0
	point3	3	1238	45	52	45	13	45	0	0	0	0
	point4	4	1238	45	52	45	13	45	0	0	0	0
	point5	5										
Perkins EB Inside at Siegen	point20	20	706	45	30	45	7	45	0	0	0	0
	point192	192	373	45	15	45	4	45	0	0	0	0
	point21	21										
Perkins EB LT Outside at Siegen	point22	22	333	45	14	45	3	45	0	0	0	0
	point23	23										
Perkins EB LT Inside at Siegen	point24	24	333	45	14	45	3	45	0	0	0	0
	point25	25										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Perkins Rd WB End to Pecue Inside	point38	38	559	45	24	45	6	45	0	0	0	0
	point39	39	559	45	24	45	6	45	0	0	0	0
	point54	54	559	45	24	45	6	45	0	0	0	0
	point93	93	559	45	24	45	6	45	0	0	0	0
	point40	40	559	45	24	45	6	45	0	0	0	0
	point41	41	559	45	24	45	6	45	0	0	0	0
	point42	42	219	45	9	45	0	0	0	0	0	0
	point43	43										
Perkins Rd WB LT at Pecue	point44	44	32	45	1	45	0	0	0	0	0	0
	point45	45										
Perkins Rd WB End to Pecue RT	point50	50	311	45	13	45	3	45	0	0	0	0
	point51	51	311	45	13	45	3	45	0	0	0	0
	point52	52	311	45	13	45	3	45	0	0	0	0
	point53	53										
Perkins Rd WB Pecue to James Single	point55	55	750	45	32	45	8	45	0	0	0	0
	point178	178	750	45	32	45	8	45	0	0	0	0
	point56	56	750	45	32	45	8	45	0	0	0	0
	point57	57	750	45	32	45	8	45	0	0	0	0
	point81	81	750	45	32	45	8	45	0	0	0	0
	point58	58										
Perkins WB at Siegen RT	point75	75	334	45	14	45	4	45	0	0	0	0
	point200	200	334	45	14	45	4	45	0	0	0	0
	point76	76										
Perkins WB LT at Siegen	point77	77	177	45	7	45	2	45	0	0	0	0
	point78	78										
Perkins EB LT at Pecue	point83	83	430	45	18	45	5	45	0	0	0	0
	point84	84										
Pecue NB South of Perkins	point85	85	158	40	7	40	2	40	0	0	0	0
	point167	167	158	40	7	40	2	40	0	0	0	0
	point194	194	118	40	5	40	2	40	0	0	0	0
	point86	86										
Pecue NB LT South of Perkins	point87	87	21	40	1	40	0	0	0	0	0	0
	point88	88										
Pecue SB South of Perkins	point89	89	205	40	9	40	2	40	0	0	0	0
	point168	168	205	40	9	40	2	40	0	0	0	0
	point90	90										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Pecue NB North of Perkins Inside	point96	96	533	40	22	40	6	40	0	0	0	0
	point97	97	533	40	22	40	6	40	0	0	0	0
	point98	98	533	40	22	40	6	40	0	0	0	0
	point99	99	533	40	22	40	6	40	0	0	0	0
	point100	100	533	40	22	40	6	40	0	0	0	0
	point101	101	533	40	22	40	6	40	0	0	0	0
	point102	102										
Pecue NB North of Perkins Outside	point94	94	533	40	22	40	6	40	0	0	0	0
	point103	103	533	40	22	40	6	40	0	0	0	0
	point104	104	533	40	22	40	6	40	0	0	0	0
	point105	105	533	40	22	40	6	40	0	0	0	0
	point106	106	533	40	22	40	6	40	0	0	0	0
	point107	107	533	40	22	40	6	40	0	0	0	0
	point108	108										
Pecue SB North of Perkins Inside	point109	109	616	40	26	40	6	40	0	0	0	0
	point110	110	616	40	26	40	6	40	0	0	0	0
	point111	111	616	40	26	40	6	40	0	0	0	0
	point112	112	616	40	26	40	6	40	0	0	0	0
	point113	113	616	40	26	40	6	40	0	0	0	0
	point114	114	458	40	20	40	5	40	0	0	0	0
	point115	115										
Pecue SB North of Perkins RT	point116	116	616	40	26	40	6	40	0	0	0	0
	point117	117	616	40	26	40	6	40	0	0	0	0
	point118	118	616	40	26	40	6	40	0	0	0	0
	point119	119	616	40	26	40	6	40	0	0	0	0
	point120	120	616	40	26	40	6	40	0	0	0	0
	point121	121	458	40	20	40	5	40	0	0	0	0
	point122	122										
Pecue SB North of Perkins LT	point123	123	317	40	13	40	3	40	0	0	0	0
	point124	124										
NB Siegen South of Perkins	point125	125	522	45	22	45	5	45	0	0	0	0
	point163	163	522	45	22	45	5	45	0	0	0	0
	point162	162	522	45	22	45	5	45	0	0	0	0
	point126	126										
Roadway36	point127	127	566	45	24	45	6	45	0	0	0	0
	point128	128										

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

Roadway37	point129	129	566	45	24	45	6	45	0	0	0	0
	point130	130										
Roadway40	point135	135	522	45	22	45	5	45	0	0	0	0
	point164	164	522	45	22	45	5	45	0	0	0	0
	point161	161	522	45	22	45	5	45	0	0	0	0
	point136	136										
NB Siegen South of Perkins RT	point137	137	220	45	9	45	2	45	0	0	0	0
	point138	138										
NB Siegen South of Perkins LT Outside	point139	139	77	45	4	45	1	45	0	0	0	0
	point140	140										
NB Siegen South of Perkins LT Inside	point141	141	77	45	4	45	1	45	0	0	0	0
	point142	142										
SB Siegen South of Perkins Inside	point143	143	627	45	26	45	7	45	0	0	0	0
	point144	144	627	45	26	45	7	45	0	0	0	0
	point145	145										
SB Siegen South of Perkins Outside	point146	146	627	45	26	45	7	45	0	0	0	0
	point147	147	627	45	26	45	7	45	0	0	0	0
	point148	148										
SB Siegen North of Perkins LT	point149	149	439	45	18	45	5	45	0	0	0	0
	point150	150										
SB Siegen North of Perkins Inside	point153	153	935	45	39	45	10	45	0	0	0	0
	point175	175	935	45	39	45	10	45	0	0	0	0
	point154	154	456	45	20	45	5	45	0	0	0	0
	point155	155										
SB Siegen North of Perkins Outside	point156	156	838	45	35	45	9	45	0	0	0	0
	point176	176	935	45	39	45	10	45	0	0	0	0
	point157	157	456	45	20	45	5	45	0	0	0	0
	point158	158										
SB Siegen North of Perkins RT	point159	159	520	45	22	45	5	45	0	0	0	0
	point160	160										
NB Siegen North of Perkins Outside	point131	131	835	45	35	45	9	45	0	0	0	0
	point166	166	835	45	35	45	9	45	0	0	0	0
	point169	169	835	45	35	45	9	45	0	0	0	0
	point170	170	835	45	35	45	9	45	0	0	0	0
	point171	171										
NB Siegen North of Perkins Inside-Roadway	point133	133	835	45	35	45	9	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Improvements to Perkins Road

	point165	165	835	45	35	45	9	45	0	0	0	0
	point172	172	835	45	35	45	9	45	0	0	0	0
	point173	173	835	45	35	45	9	45	0	0	0	0
	point174	174										
Perkins Rd WB Pecue to Siegen Outside	point179	179	229	45	10	45	2	45	0	0	0	0
	point193	193	229	45	10	45	2	45	0	0	0	0
	point180	180	229	45	10	45	2	45	0	0	0	0
	point181	181										
Perkins EB at Siegen Outside	point184	184	706	45	30	45	7	45	0	0	0	0
	point16	16	373	45	15	45	4	45	0	0	0	0
	point17	17										
Perkins Rd WB Pecue to Siegen Inside-2	point188	188	229	45	10	45	2	45	0	0	0	0
	point62	62										
Roadway60	point195	195	0	0	0	0	0	0	0	0	0	0
	point196	196										
Perkins Rd James to Pecue EB	point198	198	802	45	33	45	8	45	0	0	0	0
	point79	79	802	45	33	45	8	45	0	0	0	0
	point6	6	802	45	33	45	8	45	0	0	0	0
	point14	14	802	45	33	45	8	45	0	0	0	0
	point177	177	802	45	33	45	8	45	0	0	0	0
	point191	191	372	45	15	45	3	45	0	0	0	0
	point8	8										
Perkins Rd WB James to Siegen Single	point199	199	968	45	41	45	10	45	0	0	0	0
	point59	59	968	45	41	45	10	45	0	0	0	0
	point60	60	968	45	41	45	10	45	0	0	0	0
	point61	61	968	45	41	45	10	45	0	0	0	0
	point186	186	968	45	41	45	10	45	0	0	0	0
	point187	187										
EB Perkins Meadow Park LT	point202	202	59	45	0	0	0	0	0	0	0	0
	point203	203	59	45	0	0	0	0	0	0	0	0
	point204	204										

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

URS						18 March 2015							
CM						TNM 2.5							
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		LA DOTD Perkins Rd											
RUN:		No Build 2035											
Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins EB		point1	1	888	45	37	45	9	45	0	0	0	0
		point2	2	888	45	37	45	9	45	0	0	0	0
		point3	3	888	45	37	45	9	45	0	0	0	0
		point4	4	888	45	37	45	9	45	0	0	0	0
		point5	5	888	45	37	45	9	45	0	0	0	0
		point6	6	888	45	37	45	9	45	0	0	0	0
		point7	7	888	45	37	45	9	45	0	0	0	0
		point8	8	888	45	37	45	9	45	0	0	0	0
		point9	9	888	45	37	45	9	45	0	0	0	0
		point10	10	888	45	37	45	9	45	0	0	0	0
		point11	11	888	45	37	45	9	45	0	0	0	0
		point12	12	888	45	37	45	9	45	0	0	0	0
		point13	13	888	45	37	45	9	45	0	0	0	0
		point14	14	888	45	37	45	9	45	0	0	0	0
		point15	15	888	45	37	45	9	45	0	0	0	0
		point16	16	888	45	37	45	9	45	0	0	0	0
		point17	17	888	45	37	45	9	45	0	0	0	0
		point18	18	888	45	37	45	9	45	0	0	0	0
		point19	19	888	45	37	45	9	45	0	0	0	0
		point20	20	888	45	37	45	9	45	0	0	0	0
		point21	21	888	45	37	45	9	45	0	0	0	0
		point22	22	888	45	37	45	9	45	0	0	0	0
		point23	23	888	45	37	45	9	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point24	24	888	45	37	45	9	45	0	0	0	0
	point25	25	888	45	37	45	9	45	0	0	0	0
	point26	26	888	45	37	45	9	45	0	0	0	0
	point27	27	888	45	37	45	9	45	0	0	0	0
	point28	28	888	45	37	45	9	45	0	0	0	0
	point29	29	888	45	37	45	9	45	0	0	0	0
	point30	30	888	45	37	45	9	45	0	0	0	0
	point31	31	888	45	37	45	9	45	0	0	0	0
	point32	32	888	45	37	45	9	45	0	0	0	0
	point33	33	888	45	37	45	9	45	0	0	0	0
	point34	34	888	45	37	45	9	45	0	0	0	0
	point35	35	888	45	37	45	9	45	0	0	0	0
	point36	36	888	45	37	45	9	45	0	0	0	0
	point37	37	888	45	37	45	9	45	0	0	0	0
	point38	38	888	45	37	45	9	45	0	0	0	0
	point39	39	888	45	37	45	9	45	0	0	0	0
	point40	40	888	45	37	45	9	45	0	0	0	0
	point41	41	888	45	37	45	9	45	0	0	0	0
	point42	42	888	45	37	45	9	45	0	0	0	0
	point43	43	888	45	37	45	9	45	0	0	0	0
	point44	44	888	45	37	45	9	45	0	0	0	0
	point45	45	888	45	37	45	9	45	0	0	0	0
	point46	46	888	45	37	45	9	45	0	0	0	0
	point47	47	888	45	37	45	9	45	0	0	0	0
	point48	48	888	45	37	45	9	45	0	0	0	0
	point49	49	888	45	37	45	9	45	0	0	0	0
	point50	50	888	45	37	45	9	45	0	0	0	0
	point51	51	888	45	37	45	9	45	0	0	0	0
	point104	104	888	45	37	45	9	45	0	0	0	0
	point105	105	888	45	37	45	9	45	0	0	0	0
	point106	106	888	45	37	45	9	45	0	0	0	0
	point107	107	888	45	37	45	9	45	0	0	0	0
	point108	108	888	45	37	45	9	45	0	0	0	0
	point109	109	888	45	37	45	9	45	0	0	0	0
	point110	110	888	45	37	45	9	45	0	0	0	0
	point111	111	888	45	37	45	9	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point112	112	888	45	37	45	9	45	0	0	0	0
	point113	113	888	45	37	45	9	45	0	0	0	0
	point114	114	888	45	37	45	9	45	0	0	0	0
	point115	115	888	45	37	45	9	45	0	0	0	0
	point116	116										
Perkins WB	point130	130	530	45	22	45	6	45	0	0	0	0
	point128	128	530	45	22	45	6	45	0	0	0	0
	point127	127	530	45	22	45	6	45	0	0	0	0
	point126	126	530	45	22	45	6	45	0	0	0	0
	point125	125	530	45	22	45	6	45	0	0	0	0
	point124	124	530	45	22	45	6	45	0	0	0	0
	point123	123	530	45	22	45	6	45	0	0	0	0
	point122	122	530	45	22	45	6	45	0	0	0	0
	point121	121	530	45	22	45	6	45	0	0	0	0
	point120	120	530	45	22	45	6	45	0	0	0	0
	point119	119	530	45	22	45	6	45	0	0	0	0
	point118	118	530	45	22	45	6	45	0	0	0	0
	point117	117	530	45	22	45	6	45	0	0	0	0
	point52	52	530	45	22	45	6	45	0	0	0	0
	point53	53	530	45	22	45	6	45	0	0	0	0
	point54	54	530	45	22	45	6	45	0	0	0	0
	point55	55	530	45	22	45	6	45	0	0	0	0
	point56	56	530	45	22	45	6	45	0	0	0	0
	point57	57	530	45	22	45	6	45	0	0	0	0
	point58	58	530	45	22	45	6	45	0	0	0	0
	point59	59	530	45	22	45	6	45	0	0	0	0
	point60	60	530	45	22	45	6	45	0	0	0	0
	point61	61	530	45	22	45	6	45	0	0	0	0
	point62	62	530	45	22	45	6	45	0	0	0	0
	point63	63	530	45	22	45	6	45	0	0	0	0
	point64	64	530	45	22	45	6	45	0	0	0	0
	point65	65	530	45	22	45	6	45	0	0	0	0
	point66	66	530	45	22	45	6	45	0	0	0	0
	point67	67	530	45	22	45	6	45	0	0	0	0
	point68	68	530	45	22	45	6	45	0	0	0	0
	point69	69	530	45	22	45	6	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point70	70	530	45	22	45	6	45	0	0	0	0
	point71	71	530	45	22	45	6	45	0	0	0	0
	point72	72	530	45	22	45	6	45	0	0	0	0
	point73	73	530	45	22	45	6	45	0	0	0	0
	point74	74	530	45	22	45	6	45	0	0	0	0
	point75	75	530	45	22	45	6	45	0	0	0	0
	point76	76	530	45	22	45	6	45	0	0	0	0
	point77	77	530	45	22	45	6	45	0	0	0	0
	point78	78	530	45	22	45	6	45	0	0	0	0
	point79	79	530	45	22	45	6	45	0	0	0	0
	point80	80	530	45	22	45	6	45	0	0	0	0
	point81	81	530	45	22	45	6	45	0	0	0	0
	point82	82	530	45	22	45	6	45	0	0	0	0
	point83	83	530	45	22	45	6	45	0	0	0	0
	point84	84	530	45	22	45	6	45	0	0	0	0
	point85	85	530	45	22	45	6	45	0	0	0	0
	point86	86	530	45	22	45	6	45	0	0	0	0
	point87	87	530	45	22	45	6	45	0	0	0	0
	point88	88	530	45	22	45	6	45	0	0	0	0
	point89	89	530	45	22	45	6	45	0	0	0	0
	point90	90	530	45	22	45	6	45	0	0	0	0
	point91	91	530	45	22	45	6	45	0	0	0	0
	point92	92	530	45	22	45	6	45	0	0	0	0
	point93	93	530	45	22	45	6	45	0	0	0	0
	point94	94	530	45	22	45	6	45	0	0	0	0
	point95	95	530	45	22	45	6	45	0	0	0	0
	point96	96	530	45	22	45	6	45	0	0	0	0
	point97	97	530	45	22	45	6	45	0	0	0	0
	point98	98	530	45	22	45	6	45	0	0	0	0
	point99	99	530	45	22	45	6	45	0	0	0	0
	point100	100	530	45	22	45	6	45	0	0	0	0
	point101	101	530	45	22	45	6	45	0	0	0	0
	point102	102										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

URS													
SPG													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	<Project Name?>												
RUN:	Perkins Road 2035 Alternative 1A												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Perkins Rd Pecue to End EB Inside	point15	15	341	45	14	45	4	45	0	0	0	0	
	point9	9	341	45	14	45	4	45	0	0	0	0	
	point182	182											
Perkins Rd Siegen to Pecue EB Inside	point1	1	649	45	27	45	7	45	0	0	0	0	
	point2	2	649	45	27	45	7	45	0	0	0	0	
	point3	3	649	45	27	45	7	45	0	0	0	0	
	point4	4	649	45	27	45	7	45	0	0	0	0	
	point5	5											
Perkins EB RT at Siegen	point16	16	166	45	7	45	2	45	0	0	0	0	
	point17	17											
Perkins EB End to Siegen - Outside	point18	18	715	45	30	45	8	45	0	0	0	0	
	point190	190	715	45	30	45	8	45	0	0	0	0	
	point191	191	296	45	13	45	3	45	0	0	0	0	
	point19	19											
Roadway7	point20	20	715	45	30	45	8	45	0	0	0	0	
	point189	189	715	45	30	45	8	45	0	0	0	0	
	point192	192	296	45	13	45	3	45	0	0	0	0	
	point21	21											
Perkins EB LT Outside at Siegen	point22	22	336	45	14	45	4	45	0	0	0	0	
	point23	23											
Perkins EB LT Inside at Siegen	point24	24	336	45	14	45	4	45	0	0	0	0	
	point25	25											
Perkins Rd Siegen to Pecue EB Outside	point26	26	649	45	27	45	7	45	0	0	0	0	

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point27	27	649	45	27	45	7	45	0	0	0	0
	point28	28	649	45	27	45	7	45	0	0	0	0
	point29	29	649	45	27	45	7	45	0	0	0	0
	point31	31										
Perkins Rd Pecue to End EB Outside	point35	35	341	45	14	45	4	45	0	0	0	0
	point36	36	341	45	14	45	4	45	0	0	0	0
	point37	37										
Perkins Rd WB End to Pecue Single	point38	38	578	45	24	45	6	45	0	0	0	0
	point39	39	578	45	24	45	6	45	0	0	0	0
	point54	54	578	45	24	45	6	45	0	0	0	0
	point93	93	289	45	12	45	3	45	0	0	0	0
	point40	40										
Perkins Rd WB LT at Pecue	point44	44	31	45	1	45	0	0	0	0	0	0
	point45	45										
Perkins Rd WB End to Pecue Outside	point46	46	289	45	12	45	3	45	0	0	0	0
	point197	197	289	45	12	45	3	45	0	0	0	0
	point47	47	134	45	6	45	2	45	0	0	0	0
	point48	48	134	45	6	45	2	45	0	0	0	0
	point49	49										
Perkins Rd WB End to Pecue RT	point50	50	311	45	13	45	3	45	0	0	0	0
	point51	51	311	45	13	45	3	45	0	0	0	0
	point52	52	311	45	13	45	3	45	0	0	0	0
	point53	53										
Perkins Rd WB Pecue to Siegen Inside	point55	55	385	45	16	45	4	45	0	0	0	0
	point56	56	385	45	16	45	4	45	0	0	0	0
	point57	57	385	45	16	45	4	45	0	0	0	0
	point81	81	385	45	16	45	4	45	0	0	0	0
	point58	58										
Perkins Rd WB Pecue to James Outside	point63	63	385	45	16	45	4	45	0	0	0	0
	point64	64	385	45	16	45	4	45	0	0	0	0
	point65	65	385	45	16	45	4	45	0	0	0	0
	point82	82	385	45	16	45	4	45	0	0	0	0
	point66	66										
Perkins WB LT at Siegen outside	point71	71	90	45	4	45	1	45	0	0	0	0
	point72	72										
Perkins WB RT at Siegen Inside	point73	73	170	45	7	45	2	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point74	74										
Perkins WB RT at Siegen Outside	point75	75	170	45	7	45	2	45	0	0	0	0
	point76	76										
Perkins WB LT at Siegen Inside	point77	77	90	45	4	45	1	45	0	0	0	0
	point78	78										
Perkins EB LT at Pecue	point83	83	215	45	9	45	3	45	0	0	0	0
	point84	84										
Pecue NB South of Perkins Inside	point85	85	357	40	15	40	4	40	0	0	0	0
	point167	167	179	40	8	40	2	40	0	0	0	0
	point181	181	179	40	8	40	2	40	0	0	0	0
	point86	86										
Pecue NB LT South of Perkins	point87	87	21	40	1	40	0	0	0	0	0	0
	point88	88										
Pecue SB South of Perkins	point89	89	484	40	20	40	5	40	0	0	0	0
	point168	168	484	40	20	40	5	40	0	0	0	0
	point90	90										
Pecue NB North of Perkins Inside	point96	96	533	40	22	40	6	40	0	0	0	0
	point97	97	533	40	22	40	6	40	0	0	0	0
	point98	98	533	40	22	40	6	40	0	0	0	0
	point99	99	533	40	22	40	6	40	0	0	0	0
	point100	100	533	40	22	40	6	40	0	0	0	0
	point101	101	533	40	22	40	6	40	0	0	0	0
	point102	102										
Pecue NB North of Perkins Outside	point94	94	533	40	22	40	6	40	0	0	0	0
	point103	103	533	40	22	40	6	40	0	0	0	0
	point104	104	533	40	22	40	6	40	0	0	0	0
	point105	105	533	40	22	40	6	40	0	0	0	0
	point106	106	533	40	22	40	6	40	0	0	0	0
	point107	107	533	40	22	40	6	40	0	0	0	0
	point108	108										
Pecue SB North of Perkins Thru	point109	109	407	40	17	40	4	40	0	0	0	0
	point110	110	407	40	17	40	4	40	0	0	0	0
	point111	111	407	40	17	40	4	40	0	0	0	0
	point112	112	407	40	17	40	4	40	0	0	0	0
	point113	113	407	40	17	40	4	40	0	0	0	0
	point114	114	407	40	17	40	4	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point115	115										
Pecue SB North of Perkins Right	point116	116	513	40	22	40	5	40	0	0	0	0
	point117	117	513	40	22	40	5	40	0	0	0	0
	point118	118	513	40	22	40	5	40	0	0	0	0
	point119	119	513	40	22	40	5	40	0	0	0	0
	point120	120	513	40	22	40	5	40	0	0	0	0
	point121	121	513	40	22	40	5	40	0	0	0	0
	point122	122										
Pecue SB North of Perkins LT	point123	123	316	40	13	40	3	40	0	0	0	0
	point124	124										
NB Siegen South of Perkins Inside	point125	125	524	45	22	45	6	45	0	0	0	0
	point163	163	524	45	22	45	6	45	0	0	0	0
	point162	162	524	45	22	45	6	45	0	0	0	0
	point194	194	314	45	14	45	3	45	0	0	0	0
	point126	126										
Pekins WB Siegen to End Inside	point127	127	573	45	24	45	6	45	0	0	0	0
	point128	128										
Pekins WB Siegen to End Outside	point129	129	573	45	24	45	6	45	0	0	0	0
	point130	130										
NB Siegen South of Perkins Outside	point135	135	524	45	22	45	6	45	0	0	0	0
	point164	164	524	45	22	45	6	45	0	0	0	0
	point161	161	524	45	22	45	6	45	0	0	0	0
	point193	193	314	45	14	45	3	45	0	0	0	0
	point136	136										
NB Siegen South of Perkins RT	point137	137	226	45	10	45	2	45	0	0	0	0
	point138	138										
NB Siegen South of Perkins LT Outside	point139	139	77	45	3	45	1	45	0	0	0	0
	point140	140										
NB Siegen South of Perkins LT Inside	point141	141	77	45	3	45	1	45	0	0	0	0
	point142	142										
SB Siegen South of Perkins Inside	point143	143	775	45	33	45	8	45	0	0	0	0
	point144	144	775	45	33	45	8	45	0	0	0	0
	point145	145										
SB Siegen South of Perkins Outside	point146	146	775	45	33	45	8	45	0	0	0	0
	point147	147	775	45	33	45	8	45	0	0	0	0
	point148	148										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

SB Siegen North of Perkins Inside LT	point149	149	241	45	10	45	3	45	0	0	0	0
	point150	150										
SB Siegen North of Perkins Outside LT	point151	151	241	45	10	45	3	45	0	0	0	0
	point152	152										
SB Siegen North of Perkins Inside	point153	153	957	45	40	45	10	45	0	0	0	0
	point175	175	957	45	40	45	10	45	0	0	0	0
	point154	154	456	45	19	45	5	45	0	0	0	0
	point155	155										
SB Siegen North of Perkins Outside	point156	156	957	45	40	45	10	45	0	0	0	0
	point176	176	957	45	40	45	10	45	0	0	0	0
	point157	157	456	45	19	45	5	45	0	0	0	0
	point158	158										
SB Siegen North of Perkins RT	point159	159	520	45	22	45	5	45	0	0	0	0
	point160	160										
NB Siegen North of Perkins Outside	point131	131	841	45	35	45	9	45	0	0	0	0
	point166	166	841	45	35	45	9	45	0	0	0	0
	point169	169	841	45	35	45	9	45	0	0	0	0
	point170	170	841	45	35	45	9	45	0	0	0	0
	point171	171										
NB Siegen North of Perkins Inside-Roadway	point133	133	841	45	35	45	9	45	0	0	0	0
	point165	165	841	45	35	45	9	45	0	0	0	0
	point172	172	841	45	35	45	9	45	0	0	0	0
	point173	173	841	45	35	45	9	45	0	0	0	0
	point174	174										
Perkins Rd James to Pecue EB Outside	point177	177	415	45	17	45	4	45	0	0	0	0
	point80	80	415	45	17	45	4	45	0	0	0	0
	point32	32	415	45	17	45	4	45	0	0	0	0
	point33	33	415	45	17	45	4	45	0	0	0	0
	point186	186	415	45	17	45	4	45	0	0	0	0
	point188	188	200	45	9	45	2	45	0	0	0	0
	point34	34										
Perkins Rd James to Pecue EB Inside	point178	178	415	45	17	45	4	45	0	0	0	0
	point79	79	415	45	17	45	4	45	0	0	0	0
	point6	6	415	45	17	45	4	45	0	0	0	0
	point14	14	415	45	17	45	4	45	0	0	0	0
	point185	185	415	45	17	45	4	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point187	187	200	45	9	45	2	45	0	0	0	0
	point8	8										
Perkins Rd WB Pecue to James Inside	point179	179	496	45	21	45	5	45	0	0	0	0
	point59	59	496	45	21	45	5	45	0	0	0	0
	point60	60	496	45	21	45	5	45	0	0	0	0
	point61	61	496	45	21	45	5	45	0	0	0	0
	point195	195	236	45	10	45	2	45	0	0	0	0
	point62	62										
Perkins Rd WB James to Siegen Outside	point180	180	496	45	21	45	5	45	0	0	0	0
	point67	67	496	45	21	45	5	45	0	0	0	0
	point68	68	496	45	21	45	5	45	0	0	0	0
	point69	69	496	45	21	45	5	45	0	0	0	0
	point196	196	236	45	10	45	2	45	0	0	0	0
	point70	70										
Perkins Rd Pecue to End EB Single	point183	183	681	45	29	45	7	45	0	0	0	0
	point10	10	681	45	29	45	7	45	0	0	0	0
	point11	11	681	45	29	45	7	45	0	0	0	0
	point92	92	681	45	29	45	7	45	0	0	0	0
	point91	91	681	45	29	45	7	45	0	0	0	0
	point12	12	681	45	29	45	7	45	0	0	0	0
	point13	13										
Perkins Rd WB End to Pecue Inside	point184	184	289	45	12	45	3	45	0	0	0	0
	point41	41	134	45	6	45	2	45	0	0	0	0
	point42	42	134	45	6	45	2	45	0	0	0	0
	point43	43										
Perkins EB LT at Pecue Inside	point198	198	215	45	9	45	3	45	0	0	0	0
	point199	199										
Pecue NB South of Perkins outside	point200	200	179	40	8	40	2	40	0	0	0	0
	point201	201	179	40	8	40	2	40	0	0	0	0
	point202	202										

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

URS		17 March 2015											
CM		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		LA DOTD Perkins Rd											
RUN:		FB Alt 1A 2035											
Roadway	Points												
Name	Name	No.	Segment	Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins EB	point104	104	1131	45	48	45	12	45	0	0	0	0	0
	point105	105	1131	45	48	45	12	45	0	0	0	0	0
	point106	106	1131	45	48	45	12	45	0	0	0	0	0
	point107	107	1131	45	48	45	12	45	0	0	0	0	0
	point108	108	1131	45	48	45	12	45	0	0	0	0	0
	point109	109	1131	45	48	45	12	45	0	0	0	0	0
	point110	110	1131	45	48	45	12	45	0	0	0	0	0
	point111	111	1131	45	48	45	12	45	0	0	0	0	0
	point112	112	1131	45	48	45	12	45	0	0	0	0	0
	point113	113	1131	45	48	45	12	45	0	0	0	0	0
	point114	114	1131	45	48	45	12	45	0	0	0	0	0
	point115	115	1131	45	48	45	12	45	0	0	0	0	0
	point116	116	1131	45	48	45	12	45	0	0	0	0	0
	point117	117	1131	45	48	45	12	45	0	0	0	0	0
	point118	118	1131	45	48	45	12	45	0	0	0	0	0
	point119	119	1131	45	48	45	12	45	0	0	0	0	0
	point120	120	1131	45	48	45	12	45	0	0	0	0	0
	point121	121	1131	45	48	45	12	45	0	0	0	0	0
	point122	122	1131	45	48	45	12	45	0	0	0	0	0
	point123	123	1131	45	48	45	12	45	0	0	0	0	0
	point124	124	1131	45	48	45	12	45	0	0	0	0	0
	point125	125	1131	45	48	45	12	45	0	0	0	0	0
	point126	126	1131	45	48	45	12	45	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point127	127	1131	45	48	45	12	45	0	0	0	0
	point128	128	1131	45	48	45	12	45	0	0	0	0
	point129	129	1131	45	48	45	12	45	0	0	0	0
	point130	130	1131	45	48	45	12	45	0	0	0	0
	point131	131	1131	45	48	45	12	45	0	0	0	0
	point132	132	1131	45	48	45	12	45	0	0	0	0
	point133	133	1131	45	48	45	12	45	0	0	0	0
	point134	134	1131	45	48	45	12	45	0	0	0	0
	point135	135	1131	45	48	45	12	45	0	0	0	0
	point136	136	1131	45	48	45	12	45	0	0	0	0
	point137	137	1131	45	48	45	12	45	0	0	0	0
	point138	138	1131	45	48	45	12	45	0	0	0	0
	point139	139	1131	45	48	45	12	45	0	0	0	0
	point140	140	1131	45	48	45	12	45	0	0	0	0
	point141	141	1131	45	48	45	12	45	0	0	0	0
	point142	142	1131	45	48	45	12	45	0	0	0	0
	point143	143	1131	45	48	45	12	45	0	0	0	0
	point144	144	1131	45	48	45	12	45	0	0	0	0
	point145	145	1131	45	48	45	12	45	0	0	0	0
	point146	146	1131	45	48	45	12	45	0	0	0	0
	point147	147	1131	45	48	45	12	45	0	0	0	0
	point148	148	1131	45	48	45	12	45	0	0	0	0
	point149	149	1131	45	48	45	12	45	0	0	0	0
	point150	150	1131	45	48	45	12	45	0	0	0	0
	point151	151	1131	45	48	45	12	45	0	0	0	0
	point152	152	1131	45	48	45	12	45	0	0	0	0
	point153	153	1131	45	48	45	12	45	0	0	0	0
	point154	154	1131	45	48	45	12	45	0	0	0	0
	point206	206	1131	45	48	45	12	45	0	0	0	0
	point207	207	1131	45	48	45	12	45	0	0	0	0
	point208	208	1131	45	48	45	12	45	0	0	0	0
	point209	209	1131	45	48	45	12	45	0	0	0	0
	point210	210	1131	45	48	45	12	45	0	0	0	0
	point211	211	1131	45	48	45	12	45	0	0	0	0
	point212	212	1131	45	48	45	12	45	0	0	0	0
	point213	213	1131	45	48	45	12	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point214	214	1131	45	48	45	12	45	0	0	0	0
	point215	215	1131	45	48	45	12	45	0	0	0	0
	point216	216										
Perkins WB	point227	227	928	45	39	45	10	45	0	0	0	0
	point226	226	928	45	39	45	10	45	0	0	0	0
	point225	225	928	45	39	45	10	45	0	0	0	0
	point224	224	928	45	39	45	10	45	0	0	0	0
	point223	223	928	45	39	45	10	45	0	0	0	0
	point222	222	928	45	39	45	10	45	0	0	0	0
	point221	221	928	45	39	45	10	45	0	0	0	0
	point220	220	928	45	39	45	10	45	0	0	0	0
	point219	219	928	45	39	45	10	45	0	0	0	0
	point218	218	928	45	39	45	10	45	0	0	0	0
	point217	217	928	45	39	45	10	45	0	0	0	0
	point155	155	928	45	39	45	10	45	0	0	0	0
	point156	156	928	45	39	45	10	45	0	0	0	0
	point157	157	928	45	39	45	10	45	0	0	0	0
	point158	158	928	45	39	45	10	45	0	0	0	0
	point159	159	928	45	39	45	10	45	0	0	0	0
	point160	160	928	45	39	45	10	45	0	0	0	0
	point161	161	928	45	39	45	10	45	0	0	0	0
	point162	162	928	45	39	45	10	45	0	0	0	0
	point163	163	928	45	39	45	10	45	0	0	0	0
	point164	164	928	45	39	45	10	45	0	0	0	0
	point165	165	928	45	39	45	10	45	0	0	0	0
	point166	166	928	45	39	45	10	45	0	0	0	0
	point167	167	928	45	39	45	10	45	0	0	0	0
	point168	168	928	45	39	45	10	45	0	0	0	0
	point169	169	928	45	39	45	10	45	0	0	0	0
	point170	170	928	45	39	45	10	45	0	0	0	0
	point171	171	928	45	39	45	10	45	0	0	0	0
	point172	172	928	45	39	45	10	45	0	0	0	0
	point173	173	928	45	39	45	10	45	0	0	0	0
	point174	174	928	45	39	45	10	45	0	0	0	0
	point175	175	928	45	39	45	10	45	0	0	0	0
	point176	176	928	45	39	45	10	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point177	177	928	45	39	45	10	45	0	0	0	0
	point178	178	928	45	39	45	10	45	0	0	0	0
	point179	179	928	45	39	45	10	45	0	0	0	0
	point180	180	928	45	39	45	10	45	0	0	0	0
	point181	181	928	45	39	45	10	45	0	0	0	0
	point182	182	928	45	39	45	10	45	0	0	0	0
	point183	183	928	45	39	45	10	45	0	0	0	0
	point184	184	928	45	39	45	10	45	0	0	0	0
	point185	185	928	45	39	45	10	45	0	0	0	0
	point186	186	928	45	39	45	10	45	0	0	0	0
	point187	187	928	45	39	45	10	45	0	0	0	0
	point188	188	928	45	39	45	10	45	0	0	0	0
	point189	189	928	45	39	45	10	45	0	0	0	0
	point190	190	928	45	39	45	10	45	0	0	0	0
	point191	191	928	45	39	45	10	45	0	0	0	0
	point192	192	928	45	39	45	10	45	0	0	0	0
	point193	193	928	45	39	45	10	45	0	0	0	0
	point194	194	928	45	39	45	10	45	0	0	0	0
	point195	195	928	45	39	45	10	45	0	0	0	0
	point196	196	928	45	39	45	10	45	0	0	0	0
	point197	197	928	45	39	45	10	45	0	0	0	0
	point198	198	928	45	39	45	10	45	0	0	0	0
	point199	199	928	45	39	45	10	45	0	0	0	0
	point200	200	928	45	39	45	10	45	0	0	0	0
	point201	201	928	45	39	45	10	45	0	0	0	0
	point202	202	928	45	39	45	10	45	0	0	0	0
	point203	203	928	45	39	45	10	45	0	0	0	0
	point204	204	928	45	39	45	10	45	0	0	0	0
	point205	205										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

URS				9 April 2015									
SPG				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		Perkins Road 2035 Alternative 2B											
Roadway		Points											
Name		Name	No.	Segment									
				Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins Rd Pecue to End EB Inside		point15	15	341	45	14	45	4	45	0	0	0	0
		point9	9	341	45	14	45	4	45	0	0	0	0
		point182	182										
Perkins Rd Siegen to Pecue EB Inside		point1	1	649	45	27	45	7	45	0	0	0	0
		point198	198	649	45	27	45	7	45	0	0	0	0
		point2	2	649	45	27	45	7	45	0	0	0	0
		point3	3	649	45	27	45	7	45	0	0	0	0
		point4	4	649	45	27	45	7	45	0	0	0	0
		point5	5										
Perkins EB RT at Siegen		point16	16	166	45	7	45	2	45	0	0	0	0
		point17	17										
Perkins EB End to Siegen - Outside		point18	18	715	45	30	45	8	45	0	0	0	0
		point190	190	715	45	30	45	8	45	0	0	0	0
		point191	191	296	45	13	45	3	45	0	0	0	0
		point19	19										
Roadway7		point20	20	715	45	30	45	8	45	0	0	0	0
		point189	189	715	45	30	45	8	45	0	0	0	0
		point192	192	296	45	13	45	3	45	0	0	0	0
		point21	21										
Perkins EB LT Outside at Siegen		point22	22	336	45	14	45	4	45	0	0	0	0
		point23	23										
Perkins EB LT Inside at Siegen		point24	24	336	45	14	45	4	45	0	0	0	0
		point25	25										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

Perkins Rd Siegen to Pecue EB Outside	point26	26	649	45	27	45	7	45	0	0	0	0
	point199	199	649	45	27	45	7	45	0	0	0	0
	point197	197	649	45	27	45	7	45	0	0	0	0
	point27	27	649	45	27	45	7	45	0	0	0	0
	point28	28	649	45	27	45	7	45	0	0	0	0
	point29	29	649	45	27	45	7	45	0	0	0	0
	point31	31										
Perkins Rd Pecue to End EB Outside	point35	35	341	45	14	45	4	45	0	0	0	0
	point36	36	341	45	14	45	4	45	0	0	0	0
	point37	37										
Perkins Rd WB End to Pecue Single	point38	38	578	45	24	45	6	45	0	0	0	0
	point39	39	578	45	24	45	6	45	0	0	0	0
	point54	54	578	45	24	45	6	45	0	0	0	0
	point93	93	289	45	12	45	3	45	0	0	0	0
	point40	40										
Perkins Rd WB LT at Pecue	point44	44	31	45	1	45	0	0	0	0	0	0
	point45	45										
Perkins Rd WB End to Pecue Outside	point46	46	289	45	12	45	3	45	0	0	0	0
	point203	203	289	45	12	45	3	45	0	0	0	0
	point204	204	289	45	12	45	3	45	0	0	0	0
	point202	202	289	45	12	45	3	45	0	0	0	0
	point47	47	134	45	6	45	2	45	0	0	0	0
	point48	48	134	45	6	45	2	45	0	0	0	0
	point49	49										
Perkins Rd WB End to Pecue RT	point50	50	311	45	13	45	3	45	0	0	0	0
	point51	51	311	45	13	45	3	45	0	0	0	0
	point52	52	311	45	13	45	3	45	0	0	0	0
	point53	53										
Perkins Rd WB Pecue to Siegen Inside	point55	55	385	45	16	45	4	45	0	0	0	0
	point56	56	385	45	16	45	4	45	0	0	0	0
	point57	57	385	45	16	45	4	45	0	0	0	0
	point81	81	385	45	16	45	4	45	0	0	0	0
	point58	58										
Perkins Rd WB Pecue to James Outside	point63	63	385	45	16	45	4	45	0	0	0	0
	point64	64	385	45	16	45	4	45	0	0	0	0
	point65	65	385	45	16	45	4	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point82	82	385	45	16	45	4	45	0	0	0	0
	point66	66										
Perkins WB LT at Siegen outside	point71	71	90	45	4	45	1	45	0	0	0	0
	point72	72										
Perkins WB RT at Siegen Inside	point73	73	170	45	7	45	2	45	0	0	0	0
	point74	74										
Perkins WB RT at Siegen Outside	point75	75	170	45	7	45	2	45	0	0	0	0
	point76	76										
Perkins WB LT at Siegen Inside	point77	77	90	45	4	45	1	45	0	0	0	0
	point78	78										
Perkins EB LT at Pecue Outside	point83	83	215	45	9	45	3	45	0	0	0	0
	point84	84										
Pecue NB South of Perkins Inside	point85	85	357	40	15	40	4	40	0	0	0	0
	point167	167	179	40	8	40	2	40	0	0	0	0
	point181	181	179	40	8	40	2	40	0	0	0	0
	point86	86										
Pecue NB LT South of Perkins	point87	87	21	40	1	40	0	0	0	0	0	0
	point88	88										
Pecue SB South of Perkins	point89	89	484	40	20	40	5	40	0	0	0	0
	point168	168	484	40	20	40	5	40	0	0	0	0
	point90	90										
Pecue NB North of Perkins Inside	point96	96	533	40	22	40	6	40	0	0	0	0
	point97	97	533	40	22	40	6	40	0	0	0	0
	point98	98	533	40	22	40	6	40	0	0	0	0
	point99	99	533	40	22	40	6	40	0	0	0	0
	point100	100	533	40	22	40	6	40	0	0	0	0
	point101	101	533	40	22	40	6	40	0	0	0	0
	point102	102										
Pecue NB North of Perkins Outside	point94	94	533	40	22	40	6	40	0	0	0	0
	point103	103	533	40	22	40	6	40	0	0	0	0
	point104	104	533	40	22	40	6	40	0	0	0	0
	point105	105	533	40	22	40	6	40	0	0	0	0
	point106	106	533	40	22	40	6	40	0	0	0	0
	point107	107	533	40	22	40	6	40	0	0	0	0
	point108	108										
Pecue SB North of Perkins Thru	point109	109	618	40	26	40	7	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point110	110	618	40	26	40	7	40	0	0	0	0
	point111	111	618	40	26	40	7	40	0	0	0	0
	point112	112	618	40	26	40	7	40	0	0	0	0
	point113	113	618	40	26	40	7	40	0	0	0	0
	point114	114	407	40	17	40	4	40	0	0	0	0
	point115	115										
Pecue SB North of Perkins Right	point116	116	618	40	26	40	7	40	0	0	0	0
	point117	117	618	40	26	40	7	40	0	0	0	0
	point118	118	618	40	26	40	7	40	0	0	0	0
	point119	119	618	40	26	40	7	40	0	0	0	0
	point120	120	618	40	26	40	7	40	0	0	0	0
	point121	121	513	40	22	40	5	40	0	0	0	0
	point122	122										
Pecue SB North of Perkins LT	point123	123	316	40	13	40	3	40	0	0	0	0
	point124	124										
NB Siegen South of Perkins Inside	point125	125	524	45	22	45	6	45	0	0	0	0
	point163	163	524	45	22	45	6	45	0	0	0	0
	point162	162	524	45	22	45	6	45	0	0	0	0
	point194	194	314	45	14	45	3	45	0	0	0	0
	point126	126										
Pekins WB Siegen to End Inside	point127	127	573	45	24	45	6	45	0	0	0	0
	point128	128										
Pekins WB Siegen to End Outside	point129	129	573	45	24	45	6	45	0	0	0	0
	point130	130										
NB Siegen South of Perkins Outside	point135	135	524	45	22	45	6	45	0	0	0	0
	point164	164	524	45	22	45	6	45	0	0	0	0
	point161	161	524	45	22	45	6	45	0	0	0	0
	point193	193	314	45	14	45	3	45	0	0	0	0
	point136	136										
NB Siegen South of Perkins RT	point137	137	226	45	10	45	2	45	0	0	0	0
	point138	138										
NB Siegen South of Perkins LT Outside	point139	139	77	45	3	45	1	45	0	0	0	0
	point140	140										
NB Siegen South of Perkins LT Inside	point141	141	77	45	3	45	1	45	0	0	0	0
	point142	142										
SB Siegen South of Perkins Inside	point143	143	775	45	33	45	8	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point144	144	775	45	33	45	8	45	0	0	0	0
	point145	145										
SB Siegen South of Perkins Outside	point146	146	775	45	33	45	8	45	0	0	0	0
	point147	147	775	45	33	45	8	45	0	0	0	0
	point148	148										
SB Siegen North of Perkins Inside LT	point149	149	241	45	10	45	3	45	0	0	0	0
	point150	150										
SB Siegen North of Perkins Outside LT	point151	151	241	45	10	45	3	45	0	0	0	0
	point152	152										
SB Siegen North of Perkins Inside	point153	153	957	45	40	45	10	45	0	0	0	0
	point175	175	957	45	40	45	10	45	0	0	0	0
	point154	154	456	45	19	45	5	45	0	0	0	0
	point155	155										
SB Siegen North of Perkins Outside	point156	156	957	45	40	45	10	45	0	0	0	0
	point176	176	957	45	40	45	10	45	0	0	0	0
	point157	157	456	45	19	45	5	45	0	0	0	0
	point158	158										
SB Siegen North of Perkins RT	point159	159	520	45	22	45	5	45	0	0	0	0
	point160	160										
NB Siegen North of Perkins Outside	point131	131	841	45	35	45	9	45	0	0	0	0
	point166	166	841	45	35	45	9	45	0	0	0	0
	point169	169	841	45	35	45	9	45	0	0	0	0
	point170	170	841	45	35	45	9	45	0	0	0	0
	point171	171										
NB Siegen North of Perkins Inside-Roadway	point133	133	841	45	35	45	9	45	0	0	0	0
	point165	165	841	45	35	45	9	45	0	0	0	0
	point172	172	841	45	35	45	9	45	0	0	0	0
	point173	173	841	45	35	45	9	45	0	0	0	0
	point174	174										
Perkins Rd James to Pecue EB Outside	point177	177	415	45	17	45	4	45	0	0	0	0
	point80	80	415	45	17	45	4	45	0	0	0	0
	point32	32	415	45	17	45	4	45	0	0	0	0
	point33	33	415	45	17	45	4	45	0	0	0	0
	point186	186	415	45	17	45	4	45	0	0	0	0
	point188	188	200	45	9	45	2	45	0	0	0	0
	point34	34										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

Perkins Rd James to Pecue EB Inside	point178	178	415	45	17	45	4	45	0	0	0	0
	point79	79	415	45	17	45	4	45	0	0	0	0
	point6	6	415	45	17	45	4	45	0	0	0	0
	point14	14	415	45	17	45	4	45	0	0	0	0
	point185	185	415	45	17	45	4	45	0	0	0	0
	point187	187	200	45	9	45	2	45	0	0	0	0
	point8	8										
Perkins Rd WB Pecue to James Inside	point179	179	496	45	21	45	5	45	0	0	0	0
	point59	59	496	45	21	45	5	45	0	0	0	0
	point60	60	496	45	21	45	5	45	0	0	0	0
	point61	61	496	45	21	45	5	45	0	0	0	0
	point195	195	236	45	10	45	2	45	0	0	0	0
	point62	62										
Perkins Rd WB James to Siegen Outside	point180	180	496	45	21	45	5	45	0	0	0	0
	point67	67	496	45	21	45	5	45	0	0	0	0
	point68	68	496	45	21	45	5	45	0	0	0	0
	point69	69	496	45	21	45	5	45	0	0	0	0
	point196	196	236	45	10	45	2	45	0	0	0	0
	point70	70										
Perkins Rd Pecue to End EB Single	point183	183	681	45	29	45	7	45	0	0	0	0
	point10	10	681	45	29	45	7	45	0	0	0	0
	point11	11	681	45	29	45	7	45	0	0	0	0
	point92	92	681	45	29	45	7	45	0	0	0	0
	point91	91	681	45	29	45	7	45	0	0	0	0
	point12	12	681	45	29	45	7	45	0	0	0	0
	point13	13										
Perkins Rd WB End to Pecue Inside	point184	184	289	45	12	45	3	45	0	0	0	0
	point41	41	134	45	6	45	2	45	0	0	0	0
	point42	42	134	45	6	45	2	45	0	0	0	0
	point43	43										
Perkins EB LT at Pecue Inside	point200	200	215	45	9	45	3	45	0	0	0	0
	point201	201										
Roadway62	point205	205	179	40	8	40	2	40	0	0	0	0
	point206	206	0	0	0	0	0	0	0	0	0	0
	point207	207										

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

URS		17 March 2015											
CM		TNM 2.5											
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:		LA DOTD Perkins Rd											
RUN:		FB Alt 2B 2035											
Roadway	Points												
Name	Name	No.	Segment	Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Perkins EB	point206	206	1131	45	48	45	12	45	0	0	0	0	0
	point207	207	1131	45	48	45	12	45	0	0	0	0	0
	point208	208	1131	45	48	45	12	45	0	0	0	0	0
	point209	209	1131	45	48	45	12	45	0	0	0	0	0
	point210	210	1131	45	48	45	12	45	0	0	0	0	0
	point211	211	1131	45	48	45	12	45	0	0	0	0	0
	point212	212	1131	45	48	45	12	45	0	0	0	0	0
	point213	213	1131	45	48	45	12	45	0	0	0	0	0
	point214	214	1131	45	48	45	12	45	0	0	0	0	0
	point215	215	1131	45	48	45	12	45	0	0	0	0	0
	point216	216	1131	45	48	45	12	45	0	0	0	0	0
	point217	217	1131	45	48	45	12	45	0	0	0	0	0
	point218	218	1131	45	48	45	12	45	0	0	0	0	0
	point219	219	1131	45	48	45	12	45	0	0	0	0	0
	point220	220	1131	45	48	45	12	45	0	0	0	0	0
	point221	221	1131	45	48	45	12	45	0	0	0	0	0
	point222	222	1131	45	48	45	12	45	0	0	0	0	0
	point223	223	1131	45	48	45	12	45	0	0	0	0	0
	point224	224	1131	45	48	45	12	45	0	0	0	0	0
	point225	225	1131	45	48	45	12	45	0	0	0	0	0
	point226	226	1131	45	48	45	12	45	0	0	0	0	0
	point227	227	1131	45	48	45	12	45	0	0	0	0	0
	point228	228	1131	45	48	45	12	45	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point229	229	1131	45	48	45	12	45	0	0	0	0
	point230	230	1131	45	48	45	12	45	0	0	0	0
	point231	231	1131	45	48	45	12	45	0	0	0	0
	point232	232	1131	45	48	45	12	45	0	0	0	0
	point233	233	1131	45	48	45	12	45	0	0	0	0
	point234	234	1131	45	48	45	12	45	0	0	0	0
	point235	235	1131	45	48	45	12	45	0	0	0	0
	point236	236	1131	45	48	45	12	45	0	0	0	0
	point237	237	1131	45	48	45	12	45	0	0	0	0
	point238	238	1131	45	48	45	12	45	0	0	0	0
	point239	239	1131	45	48	45	12	45	0	0	0	0
	point240	240	1131	45	48	45	12	45	0	0	0	0
	point241	241	1131	45	48	45	12	45	0	0	0	0
	point242	242	1131	45	48	45	12	45	0	0	0	0
	point243	243	1131	45	48	45	12	45	0	0	0	0
	point244	244	1131	45	48	45	12	45	0	0	0	0
	point245	245	1131	45	48	45	12	45	0	0	0	0
	point246	246	1131	45	48	45	12	45	0	0	0	0
	point247	247	1131	45	48	45	12	45	0	0	0	0
	point248	248	1131	45	48	45	12	45	0	0	0	0
	point249	249	1131	45	48	45	12	45	0	0	0	0
	point250	250	1131	45	48	45	12	45	0	0	0	0
	point251	251	1131	45	48	45	12	45	0	0	0	0
	point252	252	1131	45	48	45	12	45	0	0	0	0
	point253	253	1131	45	48	45	12	45	0	0	0	0
	point254	254	1131	45	48	45	12	45	0	0	0	0
	point255	255	1131	45	48	45	12	45	0	0	0	0
	point256	256	1131	45	48	45	12	45	0	0	0	0
	point257	257	1131	45	48	45	12	45	0	0	0	0
	point258	258	1131	45	48	45	12	45	0	0	0	0
	point259	259	1131	45	48	45	12	45	0	0	0	0
	point260	260	1131	45	48	45	12	45	0	0	0	0
	point261	261	1131	45	48	45	12	45	0	0	0	0
	point262	262	1131	45	48	45	12	45	0	0	0	0
	point263	263	1131	45	48	45	12	45	0	0	0	0
	point264	264	1131	45	48	45	12	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point265	265	1131	45	48	45	12	45	0	0	0	0
	point266	266	1131	45	48	45	12	45	0	0	0	0
	point267	267	1131	45	48	45	12	45	0	0	0	0
	point268	268	1131	45	48	45	12	45	0	0	0	0
	point269	269										
Perkins WB	point270	270	928	45	39	45	10	45	0	0	0	0
	point271	271	928	45	39	45	10	45	0	0	0	0
	point272	272	928	45	39	45	10	45	0	0	0	0
	point273	273	928	45	39	45	10	45	0	0	0	0
	point274	274	928	45	39	45	10	45	0	0	0	0
	point275	275	928	45	39	45	10	45	0	0	0	0
	point276	276	928	45	39	45	10	45	0	0	0	0
	point277	277	928	45	39	45	10	45	0	0	0	0
	point278	278	928	45	39	45	10	45	0	0	0	0
	point279	279	928	45	39	45	10	45	0	0	0	0
	point280	280	928	45	39	45	10	45	0	0	0	0
	point281	281	928	45	39	45	10	45	0	0	0	0
	point282	282	928	45	39	45	10	45	0	0	0	0
	point283	283	928	45	39	45	10	45	0	0	0	0
	point284	284	928	45	39	45	10	45	0	0	0	0
	point285	285	928	45	39	45	10	45	0	0	0	0
	point286	286	928	45	39	45	10	45	0	0	0	0
	point287	287	928	45	39	45	10	45	0	0	0	0
	point288	288	928	45	39	45	10	45	0	0	0	0
	point289	289	928	45	39	45	10	45	0	0	0	0
	point290	290	928	45	39	45	10	45	0	0	0	0
	point291	291	928	45	39	45	10	45	0	0	0	0
	point292	292	928	45	39	45	10	45	0	0	0	0
	point293	293	928	45	39	45	10	45	0	0	0	0
	point294	294	928	45	39	45	10	45	0	0	0	0
	point295	295	928	45	39	45	10	45	0	0	0	0
	point296	296	928	45	39	45	10	45	0	0	0	0
	point297	297	928	45	39	45	10	45	0	0	0	0
	point298	298	928	45	39	45	10	45	0	0	0	0
	point299	299	928	45	39	45	10	45	0	0	0	0
	point300	300	928	45	39	45	10	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point301	301	928	45	39	45	10	45	0	0	0	0
	point302	302	928	45	39	45	10	45	0	0	0	0
	point303	303	928	45	39	45	10	45	0	0	0	0
	point304	304	928	45	39	45	10	45	0	0	0	0
	point305	305	928	45	39	45	10	45	0	0	0	0
	point306	306	928	45	39	45	10	45	0	0	0	0
	point307	307	928	45	39	45	10	45	0	0	0	0
	point308	308	928	45	39	45	10	45	0	0	0	0
	point309	309	928	45	39	45	10	45	0	0	0	0
	point310	310	928	45	39	45	10	45	0	0	0	0
	point311	311	928	45	39	45	10	45	0	0	0	0
	point312	312	928	45	39	45	10	45	0	0	0	0
	point313	313	928	45	39	45	10	45	0	0	0	0
	point314	314	928	45	39	45	10	45	0	0	0	0
	point315	315	928	45	39	45	10	45	0	0	0	0
	point316	316	928	45	39	45	10	45	0	0	0	0
	point317	317	928	45	39	45	10	45	0	0	0	0
	point318	318	928	45	39	45	10	45	0	0	0	0
	point319	319	928	45	39	45	10	45	0	0	0	0
	point320	320	928	45	39	45	10	45	0	0	0	0
	point321	321	928	45	39	45	10	45	0	0	0	0
	point322	322	928	45	39	45	10	45	0	0	0	0
	point323	323	928	45	39	45	10	45	0	0	0	0
	point324	324	928	45	39	45	10	45	0	0	0	0
	point325	325	928	45	39	45	10	45	0	0	0	0
	point326	326	928	45	39	45	10	45	0	0	0	0
	point327	327	928	45	39	45	10	45	0	0	0	0
	point328	328	928	45	39	45	10	45	0	0	0	0
	point329	329	928	45	39	45	10	45	0	0	0	0
	point330	330	928	45	39	45	10	45	0	0	0	0
	point331	331	928	45	39	45	10	45	0	0	0	0
	point332	332	928	45	39	45	10	45	0	0	0	0
	point333	333										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

URS													
SPG													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	<Project Name?>												
RUN:	Perkins Road 2035 Alternative 3												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Perkins Rd Pecue to End EB Inside	point15	15	341	45	14	45	4	45	0	0	0	0	
	point9	9	341	45	14	45	4	45	0	0	0	0	
	point182	182											
Perkins Rd Siegen to Pecue EB Inside	point1	1	649	45	27	45	7	45	0	0	0	0	
	point198	198	649	45	27	45	7	45	0	0	0	0	
	point2	2	649	45	27	45	7	45	0	0	0	0	
	point3	3	649	45	27	45	7	45	0	0	0	0	
	point4	4	649	45	27	45	7	45	0	0	0	0	
	point5	5											
Perkins EB RT at Siegen	point16	16	166	45	7	45	2	45	0	0	0	0	
	point17	17											
Perkins EB End to Siegen - Outside	point18	18	715	45	30	45	8	45	0	0	0	0	
	point190	190	715	45	30	45	8	45	0	0	0	0	
	point191	191	296	45	13	45	3	45	0	0	0	0	
	point19	19											
Roadway7	point20	20	715	45	30	45	8	45	0	0	0	0	
	point189	189	715	45	30	45	8	45	0	0	0	0	
	point192	192	296	45	13	45	3	45	0	0	0	0	
	point21	21											
Perkins EB LT Outside at Siegen	point22	22	336	45	14	45	4	45	0	0	0	0	
	point23	23											
Perkins EB LT Inside at Siegen	point24	24	336	45	14	45	4	45	0	0	0	0	
	point25	25											

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

Perkins Rd Siegen to Pecue EB Outside	point26	26	649	45	27	45	7	45	0	0	0	0
	point199	199	649	45	27	45	7	45	0	0	0	0
	point197	197	649	45	27	45	7	45	0	0	0	0
	point27	27	649	45	27	45	7	45	0	0	0	0
	point28	28	649	45	27	45	7	45	0	0	0	0
	point29	29	649	45	27	45	7	45	0	0	0	0
	point31	31										
Perkins Rd Pecue to End EB Outside	point35	35	341	45	14	45	4	45	0	0	0	0
	point36	36	341	45	14	45	4	45	0	0	0	0
	point37	37										
Perkins Rd WB End to Pecue Single	point38	38	578	45	24	45	6	45	0	0	0	0
	point39	39	578	45	24	45	6	45	0	0	0	0
	point54	54	578	45	24	45	6	45	0	0	0	0
	point93	93	289	45	12	45	3	45	0	0	0	0
	point40	40										
Perkins Rd WB LT at Pecue	point44	44	31	45	1	45	0	0	0	0	0	0
	point45	45										
Perkins Rd WB End to Pecue Outside	point46	46	289	45	12	45	3	45	0	0	0	0
	point203	203	289	45	12	45	3	45	0	0	0	0
	point204	204	289	45	12	45	3	45	0	0	0	0
	point202	202	289	45	12	45	3	45	0	0	0	0
	point47	47	134	45	6	45	2	45	0	0	0	0
	point48	48	134	45	6	45	2	45	0	0	0	0
	point49	49										
Perkins Rd WB End to Pecue RT	point50	50	311	45	13	45	3	45	0	0	0	0
	point51	51	311	45	13	45	3	45	0	0	0	0
	point52	52	311	45	13	45	3	45	0	0	0	0
	point53	53										
Perkins Rd WB Pecue to Siegen Inside	point55	55	385	45	16	45	4	45	0	0	0	0
	point207	207	385	45	16	45	4	45	0	0	0	0
	point210	210	385	45	16	45	4	45	0	0	0	0
	point56	56	385	45	16	45	4	45	0	0	0	0
	point57	57	385	45	16	45	4	45	0	0	0	0
	point81	81	385	45	16	45	4	45	0	0	0	0
	point58	58										
Perkins Rd WB Pecue to James Outside	point63	63	385	45	16	45	4	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point208	208	385	45	16	45	4	45	0	0	0	0
	point209	209	385	45	16	45	4	45	0	0	0	0
	point64	64	385	45	16	45	4	45	0	0	0	0
	point65	65	385	45	16	45	4	45	0	0	0	0
	point82	82	385	45	16	45	4	45	0	0	0	0
	point66	66										
Perkins WB LT at Siegen outside	point71	71	90	45	4	45	1	45	0	0	0	0
	point72	72										
Perkins WB RT at Siegen Inside	point73	73	170	45	7	45	2	45	0	0	0	0
	point74	74										
Perkins WB RT at Siegen Outside	point75	75	170	45	7	45	2	45	0	0	0	0
	point76	76										
Perkins WB LT at Siegen Inside	point77	77	90	45	4	45	1	45	0	0	0	0
	point78	78										
Perkins EB LT at Pecue Outside	point83	83	215	45	9	45	3	45	0	0	0	0
	point84	84										
Pecue NB South of Perkins inside	point85	85	357	40	15	40	4	40	0	0	0	0
	point167	167	179	40	8	40	2	40	0	0	0	0
	point181	181	179	40	8	40	2	40	0	0	0	0
	point86	86										
Pecue NB LT South of Perkins	point87	87	21	40	1	40	0	0	0	0	0	0
	point88	88										
Pecue SB South of Perkins	point89	89	484	40	20	40	5	40	0	0	0	0
	point168	168	484	40	20	40	5	40	0	0	0	0
	point90	90										
Pecue NB North of Perkins Inside	point96	96	533	40	22	40	6	40	0	0	0	0
	point97	97	533	40	22	40	6	40	0	0	0	0
	point98	98	533	40	22	40	6	40	0	0	0	0
	point99	99	533	40	22	40	6	40	0	0	0	0
	point100	100	533	40	22	40	6	40	0	0	0	0
	point101	101	533	40	22	40	6	40	0	0	0	0
	point102	102										
Pecue NB North of Perkins Outside	point94	94	533	40	22	40	6	40	0	0	0	0
	point103	103	533	40	22	40	6	40	0	0	0	0
	point104	104	533	40	22	40	6	40	0	0	0	0
	point105	105	533	40	22	40	6	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point106	106	533	40	22	40	6	40	0	0	0	0
	point107	107	533	40	22	40	6	40	0	0	0	0
	point108	108										
Pecue SB North of Perkins Thru	point109	109	407	40	17	40	4	40	0	0	0	0
	point110	110	407	40	17	40	4	40	0	0	0	0
	point111	111	407	40	17	40	4	40	0	0	0	0
	point112	112	407	40	17	40	4	40	0	0	0	0
	point113	113	407	40	17	40	4	40	0	0	0	0
	point114	114	407	40	17	40	4	40	0	0	0	0
	point115	115										
Pecue SB North of Perkins Right	point116	116	513	40	22	40	5	40	0	0	0	0
	point117	117	513	40	22	40	5	40	0	0	0	0
	point118	118	513	40	22	40	5	40	0	0	0	0
	point119	119	513	40	22	40	5	40	0	0	0	0
	point120	120	513	40	22	40	5	40	0	0	0	0
	point121	121	513	40	22	40	5	40	0	0	0	0
	point122	122										
Pecue SB North of Perkins LT	point123	123	316	40	13	40	3	40	0	0	0	0
	point124	124										
NB Siegen South of Perkins Inside	point125	125	524	45	22	45	6	45	0	0	0	0
	point163	163	524	45	22	45	6	45	0	0	0	0
	point162	162	524	45	22	45	6	45	0	0	0	0
	point194	194	314	45	14	45	3	45	0	0	0	0
	point126	126										
Pekins WB Siegen to End Inside	point127	127	573	45	24	45	6	45	0	0	0	0
	point128	128										
Pekins WB Siegen to End Outside	point129	129	573	45	24	45	6	45	0	0	0	0
	point130	130										
NB Siegen South of Perkins Outside	point135	135	524	45	22	45	6	45	0	0	0	0
	point164	164	524	45	22	45	6	45	0	0	0	0
	point161	161	524	45	22	45	6	45	0	0	0	0
	point193	193	314	45	14	45	3	45	0	0	0	0
	point136	136										
NB Siegen South of Perkins RT	point137	137	226	45	10	45	2	45	0	0	0	0
	point138	138										
NB Siegen South of Perkins LT Outside	point139	139	77	45	3	45	1	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point140	140										
NB Siegen South of Perkins LT Inside	point141	141	77	45	3	45	1	45	0	0	0	0
	point142	142										
SB Siegen South of Perkins Inside	point143	143	775	45	33	45	8	45	0	0	0	0
	point144	144	775	45	33	45	8	45	0	0	0	0
	point145	145										
SB Siegen South of Perkins Outside	point146	146	775	45	33	45	8	45	0	0	0	0
	point147	147	775	45	33	45	8	45	0	0	0	0
	point148	148										
SB Siegen North of Perkins Inside LT	point149	149	241	45	10	45	3	45	0	0	0	0
	point150	150										
SB Siegen North of Perkins Outside LT	point151	151	241	45	10	45	3	45	0	0	0	0
	point152	152										
SB Siegen North of Perkins Inside	point153	153	957	45	40	45	10	45	0	0	0	0
	point175	175	957	45	40	45	10	45	0	0	0	0
	point154	154	456	45	19	45	5	45	0	0	0	0
	point155	155										
SB Siegen North of Perkins Outside	point156	156	957	45	40	45	10	45	0	0	0	0
	point176	176	957	45	40	45	10	45	0	0	0	0
	point157	157	456	45	19	45	5	45	0	0	0	0
	point158	158										
SB Siegen North of Perkins RT	point159	159	520	45	22	45	5	45	0	0	0	0
	point160	160										
NB Siegen North of Perkins Outside	point131	131	841	45	35	45	9	45	0	0	0	0
	point166	166	841	45	35	45	9	45	0	0	0	0
	point169	169	841	45	35	45	9	45	0	0	0	0
	point170	170	841	45	35	45	9	45	0	0	0	0
	point171	171										
NB Siegen North of Perkins Inside-Roadway	point133	133	841	45	35	45	9	45	0	0	0	0
	point165	165	841	45	35	45	9	45	0	0	0	0
	point172	172	841	45	35	45	9	45	0	0	0	0
	point173	173	841	45	35	45	9	45	0	0	0	0
	point174	174										
Perkins Rd James to Pecue EB Outside	point177	177	415	45	17	45	4	45	0	0	0	0
	point80	80	415	45	17	45	4	45	0	0	0	0
	point32	32	415	45	17	45	4	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

	point33	33	415	45	17	45	4	45	0	0	0	0
	point206	206	415	45	17	45	4	45	0	0	0	0
	point186	186	415	45	17	45	4	45	0	0	0	0
	point188	188	200	45	9	45	2	45	0	0	0	0
	point34	34										
Perkins Rd James to Pecue EB Inside	point178	178	415	45	17	45	4	45	0	0	0	0
	point79	79	415	45	17	45	4	45	0	0	0	0
	point6	6	415	45	17	45	4	45	0	0	0	0
	point14	14	415	45	17	45	4	45	0	0	0	0
	point205	205	415	45	17	45	4	45	0	0	0	0
	point185	185	415	45	17	45	4	45	0	0	0	0
	point187	187	200	45	9	45	2	45	0	0	0	0
	point8	8										
Perkins Rd WB Pecue to James Inside	point179	179	496	45	21	45	5	45	0	0	0	0
	point59	59	496	45	21	45	5	45	0	0	0	0
	point60	60	496	45	21	45	5	45	0	0	0	0
	point61	61	496	45	21	45	5	45	0	0	0	0
	point195	195	236	45	10	45	2	45	0	0	0	0
	point62	62										
Perkins Rd WB James to Siegen Outside	point180	180	496	45	21	45	5	45	0	0	0	0
	point67	67	496	45	21	45	5	45	0	0	0	0
	point68	68	496	45	21	45	5	45	0	0	0	0
	point69	69	496	45	21	45	5	45	0	0	0	0
	point196	196	236	45	10	45	2	45	0	0	0	0
	point70	70										
Perkins Rd Pecue to End EB Single	point183	183	681	45	29	45	7	45	0	0	0	0
	point10	10	681	45	29	45	7	45	0	0	0	0
	point11	11	681	45	29	45	7	45	0	0	0	0
	point92	92	681	45	29	45	7	45	0	0	0	0
	point91	91	681	45	29	45	7	45	0	0	0	0
	point12	12	681	45	29	45	7	45	0	0	0	0
	point13	13										
Perkins Rd WB End to Pecue Inside	point184	184	289	45	12	45	3	45	0	0	0	0
	point41	41	134	45	6	45	2	45	0	0	0	0
	point42	42	134	45	6	45	2	45	0	0	0	0
	point43	43										

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

Perkins EB LT at Pecue Inside	point200	200	215	45	9	45	3	45	0	0	0	0
	point201	201										
Pecue NB south of Perkins Outside	point211	211	179	40	8	40	2	40	0	0	0	0
	point212	212	179	40	8	40	2	40	0	0	0	0
	point213	213										

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

URS													
CM													
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	LA DOTD Perkins Rd												
RUN:	FB Alt 3 2035												
Roadway	Points												
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles		
			Autos		V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
Perkins EB	point334	334	1131	45	48	45	12	45	0	0	0	0	
	point335	335	1131	45	48	45	12	45	0	0	0	0	
	point336	336	1131	45	48	45	12	45	0	0	0	0	
	point337	337	1131	45	48	45	12	45	0	0	0	0	
	point338	338	1131	45	48	45	12	45	0	0	0	0	
	point339	339	1131	45	48	45	12	45	0	0	0	0	
	point340	340	1131	45	48	45	12	45	0	0	0	0	
	point341	341	1131	45	48	45	12	45	0	0	0	0	
	point342	342	1131	45	48	45	12	45	0	0	0	0	
	point343	343	1131	45	48	45	12	45	0	0	0	0	
	point344	344	1131	45	48	45	12	45	0	0	0	0	
	point345	345	1131	45	48	45	12	45	0	0	0	0	
	point346	346	1131	45	48	45	12	45	0	0	0	0	
	point347	347	1131	45	48	45	12	45	0	0	0	0	
	point348	348	1131	45	48	45	12	45	0	0	0	0	
	point349	349	1131	45	48	45	12	45	0	0	0	0	
	point350	350	1131	45	48	45	12	45	0	0	0	0	
	point351	351	1131	45	48	45	12	45	0	0	0	0	
	point352	352	1131	45	48	45	12	45	0	0	0	0	
	point353	353	1131	45	48	45	12	45	0	0	0	0	
	point354	354	1131	45	48	45	12	45	0	0	0	0	
	point355	355	1131	45	48	45	12	45	0	0	0	0	
	point356	356	1131	45	48	45	12	45	0	0	0	0	

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point357	357	1131	45	48	45	12	45	0	0	0	0
	point358	358	1131	45	48	45	12	45	0	0	0	0
	point359	359	1131	45	48	45	12	45	0	0	0	0
	point360	360	1131	45	48	45	12	45	0	0	0	0
	point361	361	1131	45	48	45	12	45	0	0	0	0
	point362	362	1131	45	48	45	12	45	0	0	0	0
	point363	363	1131	45	48	45	12	45	0	0	0	0
	point364	364	1131	45	48	45	12	45	0	0	0	0
	point365	365	1131	45	48	45	12	45	0	0	0	0
	point366	366	1131	45	48	45	12	45	0	0	0	0
	point367	367	1131	45	48	45	12	45	0	0	0	0
	point368	368	1131	45	48	45	12	45	0	0	0	0
	point369	369	1131	45	48	45	12	45	0	0	0	0
	point370	370	1131	45	48	45	12	45	0	0	0	0
	point371	371	1131	45	48	45	12	45	0	0	0	0
	point372	372	1131	45	48	45	12	45	0	0	0	0
	point373	373	1131	45	48	45	12	45	0	0	0	0
	point374	374	1131	45	48	45	12	45	0	0	0	0
	point375	375	1131	45	48	45	12	45	0	0	0	0
	point376	376	1131	45	48	45	12	45	0	0	0	0
	point377	377	1131	45	48	45	12	45	0	0	0	0
	point378	378	1131	45	48	45	12	45	0	0	0	0
	point379	379	1131	45	48	45	12	45	0	0	0	0
	point380	380	1131	45	48	45	12	45	0	0	0	0
	point381	381	1131	45	48	45	12	45	0	0	0	0
	point382	382	1131	45	48	45	12	45	0	0	0	0
	point383	383	1131	45	48	45	12	45	0	0	0	0
	point384	384	1131	45	48	45	12	45	0	0	0	0
	point385	385	1131	45	48	45	12	45	0	0	0	0
	point386	386	1131	45	48	45	12	45	0	0	0	0
	point387	387	1131	45	48	45	12	45	0	0	0	0
	point388	388	1131	45	48	45	12	45	0	0	0	0
	point389	389	1131	45	48	45	12	45	0	0	0	0
	point390	390	1131	45	48	45	12	45	0	0	0	0
	point391	391	1131	45	48	45	12	45	0	0	0	0
	point392	392	1131	45	48	45	12	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point393	393	1131	45	48	45	12	45	0	0	0	0
	point394	394	1131	45	48	45	12	45	0	0	0	0
	point395	395	1131	45	48	45	12	45	0	0	0	0
	point396	396	1131	45	48	45	12	45	0	0	0	0
	point397	397										
Perkins WB	point398	398	928	45	39	45	10	45	0	0	0	0
	point399	399	928	45	39	45	10	45	0	0	0	0
	point400	400	928	45	39	45	10	45	0	0	0	0
	point401	401	928	45	39	45	10	45	0	0	0	0
	point402	402	928	45	39	45	10	45	0	0	0	0
	point403	403	928	45	39	45	10	45	0	0	0	0
	point404	404	928	45	39	45	10	45	0	0	0	0
	point405	405	928	45	39	45	10	45	0	0	0	0
	point406	406	928	45	39	45	10	45	0	0	0	0
	point407	407	928	45	39	45	10	45	0	0	0	0
	point408	408	928	45	39	45	10	45	0	0	0	0
	point409	409	928	45	39	45	10	45	0	0	0	0
	point410	410	928	45	39	45	10	45	0	0	0	0
	point411	411	928	45	39	45	10	45	0	0	0	0
	point412	412	928	45	39	45	10	45	0	0	0	0
	point413	413	928	45	39	45	10	45	0	0	0	0
	point414	414	928	45	39	45	10	45	0	0	0	0
	point415	415	928	45	39	45	10	45	0	0	0	0
	point416	416	928	45	39	45	10	45	0	0	0	0
	point417	417	928	45	39	45	10	45	0	0	0	0
	point418	418	928	45	39	45	10	45	0	0	0	0
	point419	419	928	45	39	45	10	45	0	0	0	0
	point420	420	928	45	39	45	10	45	0	0	0	0
	point421	421	928	45	39	45	10	45	0	0	0	0
	point422	422	928	45	39	45	10	45	0	0	0	0
	point423	423	928	45	39	45	10	45	0	0	0	0
	point424	424	928	45	39	45	10	45	0	0	0	0
	point425	425	928	45	39	45	10	45	0	0	0	0
	point426	426	928	45	39	45	10	45	0	0	0	0
	point427	427	928	45	39	45	10	45	0	0	0	0
	point428	428	928	45	39	45	10	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

LA DOTD Perkins Rd

	point429	429	928	45	39	45	10	45	0	0	0	0
	point430	430	928	45	39	45	10	45	0	0	0	0
	point431	431	928	45	39	45	10	45	0	0	0	0
	point432	432	928	45	39	45	10	45	0	0	0	0
	point433	433	928	45	39	45	10	45	0	0	0	0
	point434	434	928	45	39	45	10	45	0	0	0	0
	point435	435	928	45	39	45	10	45	0	0	0	0
	point436	436	928	45	39	45	10	45	0	0	0	0
	point437	437	928	45	39	45	10	45	0	0	0	0
	point438	438	928	45	39	45	10	45	0	0	0	0
	point439	439	928	45	39	45	10	45	0	0	0	0
	point440	440	928	45	39	45	10	45	0	0	0	0
	point441	441	928	45	39	45	10	45	0	0	0	0
	point442	442	928	45	39	45	10	45	0	0	0	0
	point443	443	928	45	39	45	10	45	0	0	0	0
	point444	444	928	45	39	45	10	45	0	0	0	0
	point445	445	928	45	39	45	10	45	0	0	0	0
	point446	446	928	45	39	45	10	45	0	0	0	0
	point447	447	928	45	39	45	10	45	0	0	0	0
	point448	448	928	45	39	45	10	45	0	0	0	0
	point449	449	928	45	39	45	10	45	0	0	0	0
	point450	450	928	45	39	45	10	45	0	0	0	0
	point451	451	928	45	39	45	10	45	0	0	0	0
	point452	452	928	45	39	45	10	45	0	0	0	0
	point453	453	928	45	39	45	10	45	0	0	0	0
	point454	454	928	45	39	45	10	45	0	0	0	0
	point455	455	928	45	39	45	10	45	0	0	0	0
	point456	456	928	45	39	45	10	45	0	0	0	0
	point457	457	928	45	39	45	10	45	0	0	0	0
	point458	458	928	45	39	45	10	45	0	0	0	0
	point459	459	928	45	39	45	10	45	0	0	0	0
	point460	460	928	45	39	45	10	45	0	0	0	0
	point461	461										

RESULTS: SOUND LEVELS

Improvements to Perkins Road

<Organization?> SPG			9 April 2015 TNM 2.5 Calculated with TNM 2.5									
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:			Improvements to Perkins Road									
RUN:			2013 Existing Conditions									
BARRIER DESIGN:			INPUT HEIGHTS									
ATMOSPHERICS:			68 deg F, 50% RH									
Receiver												
Name	No.	#DUs	Existing	No Barrier				With Barrier				
			LAeq1h	LAeq1h		Increase over existing		Type	Calculated	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
							Sub'l Inc					minus
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 1	19	1	0.0	67.0	71	67.0	10	----	67.0	0.0	8	-8.0
Site 2	21	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Site 3	23	1	0.0	65.7	71	65.7	10	----	65.7	0.0	8	-8.0
Site 4	25	1	0.0	66.3	71	66.3	10	----	66.3	0.0	8	-8.0
Site 5	27	1	0.0	67.4	71	67.4	10	----	67.4	0.0	8	-8.0
Site 6	29	1	0.0	68.9	71	68.9	10	----	68.9	0.0	8	-8.0
Site 7	31	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 8	33	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Site 9	35	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Site 10	37	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 11	39	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 12	41	1	0.0	70.8	71	70.8	10	----	70.8	0.0	8	-8.0
Site 13	42	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 14	43	1	0.0	62.0	71	62.0	10	----	62.0	0.0	8	-8.0
Site 15	45	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 16	46	1	0.0	69.5	71	69.5	10	----	69.5	0.0	8	-8.0
Site 17	47	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 18	49	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 19	51	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 20	53	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Site 21	54	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 22	55	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 23	56	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 24	57	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 25	58	1	0.0	64.7	71	64.7	10	----	64.7	0.0	8	-8.0
Site 26	60	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 27	61	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 28	62	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Site 29	63	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Site 30	64	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 31	65	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 32	66	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 33	68	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Site 34	69	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Site 35	70	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 36	71	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Site 37	72	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 38	73	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 39	74	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 40	75	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 41	76	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Site 42	77	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Site 43	78	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Site 44	79	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 45	80	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 46	81	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Site 47	82	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 48	83	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 49	84	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Site 50	85	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Site 51	86	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 52	87	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 53	88	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Site 54	89	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Site 55	90	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 56	91	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 57	92	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
Site 58	93	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 59	94	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 60	95	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 61	97	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 62	98	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 63	99	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 64	100	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 65	101	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 66	102	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 67	103	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Site 68	104	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Site 69	105	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 70	106	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 71	107	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Site 72	108	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
Site 73	109	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Site 74	110	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 75	111	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 76	112	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Site 77	113	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 78	115	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 79	116	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
Site 80	117	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Site 81	118	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Site 82	119	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 83	120	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 84	121	1	0.0	46.0	66	46.0	10	----	46.0	0.0	8	-8.0
Site 85	122	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 86	123	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 87	124	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
Site 88	125	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
Site 89	126	1	0.0	47.2	66	47.2	10	----	47.2	0.0	8	-8.0
Site 90	127	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
Site 91	128	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 92	129	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 93	130	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 94	131	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 95	132	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Site 96	133	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 97	134	1	0.0	46.1	66	46.1	10	----	46.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 98	135	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
Site 99	136	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 100	137	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 101	138	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 102	139	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Site 103	140	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Site 104	141	1	0.0	56.3	71	56.3	10	----	56.3	0.0	8	-8.0
Site 105	142	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 106	143	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Jamestown 50' from Existing ROW	145	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Jamestown 100' from Existing ROW	147	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Jamestown 150' from Existing ROW	149	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Jamestown 200' from Existing ROW	151	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Jamestown 250' from Existing ROW	153	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 107	155	1	0.0	59.8	71	59.8	10	----	59.8	0.0	8	-8.0
Site 108	156	1	0.0	58.4	71	58.4	10	----	58.4	0.0	8	-8.0
Site 109	157	1	0.0	59.8	71	59.8	10	----	59.8	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	159	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	161	1	0.0	59.2	71	59.2	10	----	59.2	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	163	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	165	1	0.0	56.2	71	56.2	10	----	56.2	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	167	1	0.0	54.6	71	54.6	10	----	54.6	0.0	8	-8.0
Site 110	169	1	0.0	58.6	71	58.6	10	----	58.6	0.0	8	-8.0
Site 111	171	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 112	172	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Site 113	173	1	0.0	60.8	71	60.8	10	----	60.8	0.0	8	-8.0
Site 114	174	1	0.0	59.1	71	59.1	10	----	59.1	0.0	8	-8.0
Site 115	175	1	0.0	64.8	71	64.8	10	----	64.8	0.0	8	-8.0
Site 116	176	1	0.0	65.9	71	65.9	10	----	65.9	0.0	8	-8.0
Site 117	177	1	0.0	65.2	71	65.2	10	----	65.2	0.0	8	-8.0
Site 118	178	1	0.0	63.1	71	63.1	10	----	63.1	0.0	8	-8.0
Site 119	179	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Site 120	180	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 121	181	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Site 122	182	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 123	183	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 124	184	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 125	185	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Site 126	186	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Site 127	187	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 128	188	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 129	189	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0	
Site 130	190	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 131	191	1	0.0	61.5	71	61.5	10	----	61.5	0.0	8	-8.0	
Site 132	192	1	0.0	65.4	71	65.4	10	----	65.4	0.0	8	-8.0	
Site 133	193	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0	
Site 134	194	1	0.0	62.5	71	62.5	10	----	62.5	0.0	8	-8.0	
Site 135	195	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0	
Site 136	196	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0	
Site 137	197	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
Site 138	198	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0	
Site 139	199	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0	
Site 140	200	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
Site 141	202	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 142	203	1	0.0	68.0	71	68.0	10	----	68.0	0.0	8	-8.0	
Site 143	204	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0	
Site 144	205	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0	
Site 145	206	1	0.0	68.9	71	68.9	10	----	68.9	0.0	8	-8.0	
Site 146	207	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0	
Site 147	208	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0	
Site 148	209	1	0.0	67.9	71	67.9	10	----	67.9	0.0	8	-8.0	
Site 170	211	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0	
Site 171	212	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0	
Site 172	213	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0	
Site 173	209	1	0.0	63.5	71	63.5	10	----	63.5	0.0	8	-8.0	
Site 174	214	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0	
Site 175	215	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0	
Site 176	216	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0	
Site 177	217	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 178	218	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0	
Site 179	219	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0	
Site 180	220	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0	
Site 181	221	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 182	222	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0	
Site 183	223	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0	
Site 184	225	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0	
Site 185	227	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		10	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

Improvements to Perkins Road

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

Improvements to Perkins Road

<Organization?>													25 November 2015																							
SPG													TNM 2.5																							
													Calculated with TNM 2.5																							
RESULTS: SOUND LEVELS																																				
PROJECT/CONTRACT:													Improvements to Perkins Road																							
RUN:													2013 Existing Conditions																							
BARRIER DESIGN:													INPUT HEIGHTS																							
													Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.																							
ATMOSPHERICS:													68 deg F, 50% RH																							
Receiver																																				
Name													No.		#DUs		Existing		No Barrier		With Barrier															
															LAeq1h		LAeq1h		Increase over existing		Type		Calculated		Noise Reduction											
																	Calculated		Crit'n		Calculated		Crit'n		Impact		LAeq1h		Calculated		Goal		Calculated			
																															minus					
																															Goal					
															dBA		dBA		dBA		dB		dB				dBA		dB		dB		dB			
Noise Measurement Site 1													1		1		0.0		69.6		66		69.6		10		Snd Lvl		69.6		0.0		8		-8.0	
Noise Measurement Site 2													3		1		0.0		69.4		71		69.4		10		----		69.4		0.0		8		-8.0	
Noise Measurement Site 3													5		1		0.0		68.0		66		68.0		10		Snd Lvl		68.0		0.0		8		-8.0	
Noise Measurement Site 4													7		1		0.0		64.9		66		64.9		10		----		64.9		0.0		8		-8.0	
Noise Measurement Site 5													9		1		0.0		61.6		66		61.6		10		----		61.6		0.0		8		-8.0	
Noise Measurement Site 6													11		1		0.0		65.7		66		65.7		10		----		65.7		0.0		8		-8.0	
Noise Measurement Site 7													13		1		0.0		66.7		66		66.7		10		Snd Lvl		66.7		0.0		8		-8.0	
Noise Measurement Site 8													15		1		0.0		59.9		66		59.9		10		----		59.9		0.0		8		-8.0	
Noise Measurement Site 9													17		1		0.0		58.9		66		58.9		10		----		58.9		0.0		8		-8.0	
Site 1													19		1		0.0		67.0		71		67.0		10		----		67.0		0.0		8		-8.0	
Site 2													21		1		0.0		69.0		71		69.0		10		----		69.0		0.0		8		-8.0	
Site 3													23		1		0.0		65.7		71		65.7		10		----		65.7		0.0		8		-8.0	
Site 4													25		1		0.0		66.3		71		66.3		10		----		66.3		0.0		8		-8.0	
Site 5													27		1		0.0		67.4		71		67.4		10		----		67.4		0.0		8		-8.0	
Site 6													29		1		0.0		68.9		71		68.9		10		----		68.9		0.0		8		-8.0	
Site 7													31		1		0.0		64.9		71		64.9		10		----		64.9		0.0		8		-8.0	
Site 8													33		1		0.0		61.9		66		61.9		10		----		61.9		0.0		8		-8.0	
Site 9													35		1		0.0		60.6		66		60.6		10		----		60.6		0.0		8		-8.0	
Site 10													37		1		0.0		59.9		66		59.9		10		----		59.9		0.0		8		-8.0	
Site 11													39		1		0.0		59.8		66		59.8		10		----		59.8		0.0		8		-8.0	
Site 12													41		1		0.0		70.8		71		70.8		10		----		70.8		0.0		8		-8.0	
Site 13													42		1		0.0		69.9		71		69.9		10		----		69.9		0.0		8		-8.0	
Site 14													43		1		0.0		62.0		71		62.0		10		----		62.0		0.0		8		-8.0	
Site 15													45		1		0.0		66.0		71		66.0		10		----		66.0		0.0		8		-8.0	

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 16	46	1	0.0	69.5	71	69.5	10	----	69.5	0.0	8	-8.0
Site 17	47	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 18	49	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 19	51	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 20	53	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Site 21	54	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 22	55	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 23	56	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 24	57	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 25	58	1	0.0	64.7	71	64.7	10	----	64.7	0.0	8	-8.0
Site 26	60	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 27	61	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 28	62	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Site 29	63	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Site 30	64	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 31	65	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 32	66	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 33	68	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Site 34	69	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Site 35	70	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 36	71	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Site 37	72	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 38	73	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 39	74	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 40	75	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 41	76	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Site 42	77	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Site 43	78	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Site 44	79	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 45	80	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 46	81	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Site 47	82	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 48	83	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 49	84	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Site 50	85	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Site 51	86	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 52	87	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 53	88	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Site 54	89	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Site 55	90	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 56	91	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 57	92	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
Site 58	93	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 59	94	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 60	95	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 61	97	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Site 62	98	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 63	99	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 64	100	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 65	101	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 66	102	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 67	103	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Site 68	104	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Site 69	105	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 70	106	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 71	107	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
Site 72	108	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
Site 73	109	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
Site 74	110	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 75	111	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 76	112	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
Site 77	113	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 78	115	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 79	116	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
Site 80	117	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Site 81	118	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 82	119	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 83	120	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 84	121	1	0.0	46.0	66	46.0	10	----	46.0	0.0	8	-8.0
Site 85	122	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Site 86	123	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 87	124	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
Site 88	125	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
Site 89	126	1	0.0	47.2	66	47.2	10	----	47.2	0.0	8	-8.0
Site 90	127	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
Site 91	128	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 92	129	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 93	130	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 94	131	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 95	132	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Site 96	133	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 97	134	1	0.0	46.1	66	46.1	10	----	46.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 98	135	1	0.0	46.2	66	46.2	10	----	46.2	0.0	8	-8.0
Site 99	136	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 100	137	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 101	138	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 102	139	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Site 103	140	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Site 104	141	1	0.0	56.3	71	56.3	10	----	56.3	0.0	8	-8.0
Site 105	142	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 106	143	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Jamestown 50' from Existing ROW	145	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Jamestown 100' from Existing ROW	147	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Jamestown 150' from Existing ROW	149	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Jamestown 200' from Existing ROW	151	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Jamestown 250' from Existing ROW	153	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 107	155	1	0.0	59.8	71	59.8	10	----	59.8	0.0	8	-8.0
Site 108	156	1	0.0	58.4	71	58.4	10	----	58.4	0.0	8	-8.0
Site 109	157	1	0.0	59.8	71	59.8	10	----	59.8	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	159	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	161	1	0.0	59.2	71	59.2	10	----	59.2	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	163	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	165	1	0.0	56.2	71	56.2	10	----	56.2	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	167	1	0.0	54.6	71	54.6	10	----	54.6	0.0	8	-8.0
Site 110	169	1	0.0	58.6	71	58.6	10	----	58.6	0.0	8	-8.0
Site 111	171	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 112	172	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Site 113	173	1	0.0	60.8	71	60.8	10	----	60.8	0.0	8	-8.0
Site 114	174	1	0.0	59.1	71	59.1	10	----	59.1	0.0	8	-8.0
Site 115	175	1	0.0	64.8	71	64.8	10	----	64.8	0.0	8	-8.0
Site 116	176	1	0.0	65.9	71	65.9	10	----	65.9	0.0	8	-8.0
Site 117	177	1	0.0	65.2	71	65.2	10	----	65.2	0.0	8	-8.0
Site 118	178	1	0.0	63.1	71	63.1	10	----	63.1	0.0	8	-8.0
Site 119	179	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Site 120	180	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 121	181	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Site 122	182	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 123	183	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 124	184	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 125	185	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Site 126	186	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Site 127	187	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 128	188	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 129	189	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 130	190	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 131	191	1	0.0	61.5	71	61.5	10	----	61.5	0.0	8	-8.0
Site 132	192	1	0.0	65.4	71	65.4	10	----	65.4	0.0	8	-8.0
Site 133	193	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Site 134	194	1	0.0	62.5	71	62.5	10	----	62.5	0.0	8	-8.0
Site 135	195	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0
Site 136	196	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 137	197	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 138	198	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 139	199	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 140	200	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Site 141	202	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 142	203	1	0.0	68.0	71	68.0	10	----	68.0	0.0	8	-8.0
Site 143	204	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0
Site 144	205	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0
Site 145	206	1	0.0	68.9	71	68.9	10	----	68.9	0.0	8	-8.0
Site 146	207	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 147	208	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 148	209	1	0.0	67.9	71	67.9	10	----	67.9	0.0	8	-8.0
Site 170	211	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Site 171	212	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 172	213	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Site 173	209	1	0.0	63.5	71	63.5	10	----	63.5	0.0	8	-8.0
Site 174	214	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
Site 175	215	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 176	216	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 177	217	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 178	218	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Site 179	219	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 180	220	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 181	221	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 182	222	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 183	223	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
Site 184	225	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Site 185	227	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	183	0.0	0.0	0.0
All Impacted	10	0.0	0.0	0.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

Improvements to Perkins Road

URS Corporation													9 April 2015																							
SPG													TNM 2.5																							
													Calculated with TNM 2.5																							
RESULTS: SOUND LEVELS																																				
PROJECT/CONTRACT:													Improvements to Perkins Road																							
RUN:													2035 No Build																							
BARRIER DESIGN:													INPUT HEIGHTS																							
													Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.																							
ATMOSPHERICS:													68 deg F, 50% RH																							
Receiver																																				
Name													No.		#DUs		Existing		No Barrier		With Barrier															
															LAeq1h		LAeq1h		Increase over existing		Type		Calculated		Noise Reduction											
																	Calculated		Crit'n		Calculated		Crit'n		Impact		LAeq1h		Calculated		Goal		Calculated			
																													minus		Goal					
															dBA		dBA		dBA		dB		dB				dBA		dB		dB		dB			
Noise Measurement Site 1													1		1		0.0		70.1		66		70.1		10		Snd Lvl		70.1		0.0		8		-8.0	
Noise Measurement Site 2													3		1		0.0		69.9		71		69.9		10		----		69.9		0.0		8		-8.0	
Noise Measurement Site 3													5		1		0.0		68.4		66		68.4		10		Snd Lvl		68.4		0.0		8		-8.0	
Noise Measurement Site 4													7		1		0.0		65.3		66		65.3		10		----		65.3		0.0		8		-8.0	
Noise Measurement Site 5													9		1		0.0		62.1		66		62.1		10		----		62.1		0.0		8		-8.0	
Noise Measurement Site 6													11		1		0.0		66.2		66		66.2		10		Snd Lvl		66.2		0.0		8		-8.0	
Noise Measurement Site 7													13		1		0.0		67.2		66		67.2		10		Snd Lvl		67.2		0.0		8		-8.0	
Noise Measurement Site 8													15		1		0.0		60.6		66		60.6		10		----		60.6		0.0		8		-8.0	
Noise Measurement Site 9													17		1		0.0		59.8		66		59.8		10		----		59.8		0.0		8		-8.0	
Site 1													19		1		0.0		67.6		71		67.6		10		----		67.6		0.0		8		-8.0	
Site 2													21		1		0.0		69.6		71		69.6		10		----		69.6		0.0		8		-8.0	
Site 3													23		1		0.0		66.1		71		66.1		10		----		66.1		0.0		8		-8.0	
Site 4													25		1		0.0		66.8		71		66.8		10		----		66.8		0.0		8		-8.0	
Site 5													27		1		0.0		67.8		71		67.8		10		----		67.8		0.0		8		-8.0	
Site 6													29		1		0.0		69.3		71		69.3		10		----		69.3		0.0		8		-8.0	
Site 7													31		1		0.0		65.4		71		65.4		10		----		65.4		0.0		8		-8.0	
Site 8													33		1		0.0		62.4		66		62.4		10		----		62.4		0.0		8		-8.0	
Site 9													35		1		0.0		61.1		66		61.1		10		----		61.1		0.0		8		-8.0	
Site 10													37		1		0.0		60.3		66		60.3		10		----		60.3		0.0		8		-8.0	
Site 11													39		1		0.0		60.2		66		60.2		10		----		60.2		0.0		8		-8.0	
Site 12													41		1		0.0		71.2		71		71.2		10		Snd Lvl		71.2		0.0		8		-8.0	
Site 13													42		1		0.0		70.3		71		70.3		10		----		70.3		0.0		8		-8.0	
Site 14													43		1		0.0		62.4		71		62.4		10		----		62.4		0.0		8		-8.0	
Site 15													45		1		0.0		66.3		71		66.3		10		----		66.3		0.0		8		-8.0	

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 16	46	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 17	47	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 18	49	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 19	51	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 20	53	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0
Site 21	54	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 22	55	1	0.0	62.9	71	62.9	10	----	62.9	0.0	8	-8.0
Site 23	56	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 24	57	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 25	58	1	0.0	65.1	71	65.1	10	----	65.1	0.0	8	-8.0
Site 26	60	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 27	61	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 28	62	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 29	63	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Site 30	64	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 31	65	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Site 32	66	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Site 33	68	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 34	69	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Site 35	70	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Site 36	71	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 37	72	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Site 38	73	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 39	74	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 40	75	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Site 41	76	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Site 42	77	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Site 43	78	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 44	79	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 45	80	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Site 46	81	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Site 47	82	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 48	83	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 49	84	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 50	85	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Site 51	86	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 52	87	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 53	88	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 54	89	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 55	90	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 56	91	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 57	92	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 58	93	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 59	94	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 60	95	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Site 61	97	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 62	98	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Site 63	99	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 64	100	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 65	101	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 66	102	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 67	103	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 68	104	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 69	105	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 70	106	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 71	107	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Site 72	108	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
Site 73	109	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Site 74	110	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Site 75	111	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Site 76	112	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 77	113	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 78	115	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 79	116	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 80	117	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 81	118	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 82	119	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 83	120	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 84	121	1	0.0	46.7	66	46.7	10	----	46.7	0.0	8	-8.0
Site 85	122	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 86	123	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 87	124	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Site 88	125	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Site 89	126	1	0.0	47.9	66	47.9	10	----	47.9	0.0	8	-8.0
Site 90	127	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
Site 91	128	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Site 92	129	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 93	130	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 94	131	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 95	132	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 96	133	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 97	134	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 98	135	1	0.0	47.1	66	47.1	10	----	47.1	0.0	8	-8.0
Site 99	136	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Site 100	137	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 101	138	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Site 102	139	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 103	140	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 104	141	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	142	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 106	143	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Jamestown 50' from Existing ROW	145	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	147	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Jamestown 150' from Existing ROW	149	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Jamestown 200' from Existing ROW	151	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Jamestown 250' from Existing ROW	153	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 107	155	1	0.0	60.4	71	60.4	10	----	60.4	0.0	8	-8.0
Site 108	156	1	0.0	59.0	71	59.0	10	----	59.0	0.0	8	-8.0
Site 109	157	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	159	1	0.0	63.2	71	63.2	10	----	63.2	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	161	1	0.0	59.7	71	59.7	10	----	59.7	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	163	1	0.0	58.2	71	58.2	10	----	58.2	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	165	1	0.0	56.8	71	56.8	10	----	56.8	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	167	1	0.0	55.2	71	55.2	10	----	55.2	0.0	8	-8.0
Site 110	169	1	0.0	59.1	71	59.1	10	----	59.1	0.0	8	-8.0
Site 111	171	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 112	172	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 113	173	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Site 114	174	1	0.0	59.5	71	59.5	10	----	59.5	0.0	8	-8.0
Site 115	175	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 116	176	1	0.0	66.4	71	66.4	10	----	66.4	0.0	8	-8.0
Site 117	177	1	0.0	65.6	71	65.6	10	----	65.6	0.0	8	-8.0
Site 118	178	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0
Site 119	179	1	0.0	60.7	71	60.7	10	----	60.7	0.0	8	-8.0
Site 120	180	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 121	181	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 122	182	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 123	183	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 124	184	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 125	185	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Site 126	186	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 127	187	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Site 128	188	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 129	189	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 130	190	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 131	191	1	0.0	61.9	71	61.9	10	----	61.9	0.0	8	-8.0	
Site 132	192	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0	
Site 133	193	1	0.0	65.6	71	65.6	10	----	65.6	0.0	8	-8.0	
Site 134	194	1	0.0	63.0	71	63.0	10	----	63.0	0.0	8	-8.0	
Site 135	195	1	0.0	64.2	71	64.2	10	----	64.2	0.0	8	-8.0	
Site 136	196	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0	
Site 137	197	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 138	198	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	
Site 139	199	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0	
Site 140	200	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0	
Site 141	202	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0	
Site 142	203	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0	
Site 143	204	1	0.0	67.1	71	67.1	10	----	67.1	0.0	8	-8.0	
Site 144	205	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0	
Site 145	206	1	0.0	69.3	71	69.3	10	----	69.3	0.0	8	-8.0	
Site 146	207	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0	
Site 147	208	1	0.0	62.9	71	62.9	10	----	62.9	0.0	8	-8.0	
Site 148	209	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0	
Site 170	211	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
Site 171	212	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0	
Site 172	213	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
Site 173	214	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0	
Site 174	215	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0	
Site 175	216	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0	
Site 176	217	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0	
Site 177	218	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0	
Site 178	219	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 179	220	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
Site 180	221	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
Site 181	222	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0	
Site 182	223	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
Site 183	224	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0	
Site 184	225	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0	
Site 185	227	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		14	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

Improvements to Perkins Road

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

Improvements to Perkins Road

URS Corporation										25 November 2015			
SPG										TNM 2.5			
										Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:										Improvements to Perkins Road			
RUN:										2035 No Build			
BARRIER DESIGN:										INPUT HEIGHTS			
										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:										68 deg F, 50% RH			
Receiver													
Name		No.	#DUs	Existing	No Barrier			With Barrier					
				LAeq1h	LAeq1h		Increase over existing		Type	Calculated	Noise Reduction		
					Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated
								Sub'l Inc					minus
													Goal
				dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1		1	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Noise Measurement Site 2		3	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Noise Measurement Site 3		5	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Noise Measurement Site 4		7	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Noise Measurement Site 5		9	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Noise Measurement Site 6		11	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Noise Measurement Site 7		13	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Noise Measurement Site 8		15	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Noise Measurement Site 9		17	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 1		19	1	0.0	67.6	71	67.6	10	----	67.6	0.0	8	-8.0
Site 2		21	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3		23	1	0.0	66.1	71	66.1	10	----	66.1	0.0	8	-8.0
Site 4		25	1	0.0	66.8	71	66.8	10	----	66.8	0.0	8	-8.0
Site 5		27	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 6		29	1	0.0	69.3	71	69.3	10	----	69.3	0.0	8	-8.0
Site 7		31	1	0.0	65.4	71	65.4	10	----	65.4	0.0	8	-8.0
Site 8		33	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 9		35	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 10		37	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Site 11		39	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 12		41	1	0.0	71.2	71	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Site 13		42	1	0.0	70.3	71	70.3	10	----	70.3	0.0	8	-8.0
Site 14		43	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 15		45	1	0.0	66.3	71	66.3	10	----	66.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 16	46	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 17	47	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 18	49	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 19	51	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 20	53	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0
Site 21	54	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 22	55	1	0.0	62.9	71	62.9	10	----	62.9	0.0	8	-8.0
Site 23	56	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 24	57	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 25	58	1	0.0	65.1	71	65.1	10	----	65.1	0.0	8	-8.0
Site 26	60	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 27	61	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 28	62	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 29	63	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Site 30	64	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 31	65	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Site 32	66	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Site 33	68	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 34	69	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Site 35	70	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Site 36	71	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 37	72	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Site 38	73	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 39	74	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 40	75	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Site 41	76	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Site 42	77	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Site 43	78	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 44	79	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 45	80	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Site 46	81	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Site 47	82	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 48	83	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 49	84	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 50	85	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Site 51	86	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 52	87	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 53	88	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 54	89	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 55	90	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 56	91	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 57	92	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 58	93	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 59	94	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 60	95	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Site 61	97	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 62	98	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Site 63	99	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 64	100	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 65	101	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 66	102	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Site 67	103	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 68	104	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 69	105	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 70	106	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 71	107	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Site 72	108	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
Site 73	109	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Site 74	110	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Site 75	111	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Site 76	112	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 77	113	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 78	115	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 79	116	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 80	117	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 81	118	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 82	119	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 83	120	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 84	121	1	0.0	46.7	66	46.7	10	----	46.7	0.0	8	-8.0
Site 85	122	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Site 86	123	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 87	124	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Site 88	125	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Site 89	126	1	0.0	47.9	66	47.9	10	----	47.9	0.0	8	-8.0
Site 90	127	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
Site 91	128	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Site 92	129	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 93	130	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 94	131	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 95	132	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 96	133	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 97	134	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 98	135	1	0.0	47.1	66	47.1	10	----	47.1	0.0	8	-8.0
Site 99	136	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Site 100	137	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 101	138	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Site 102	139	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Site 103	140	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 104	141	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	142	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 106	143	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Jamestown 50' from Existing ROW	145	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	147	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Jamestown 150' from Existing ROW	149	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Jamestown 200' from Existing ROW	151	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Jamestown 250' from Existing ROW	153	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 107	155	1	0.0	60.4	71	60.4	10	----	60.4	0.0	8	-8.0
Site 108	156	1	0.0	59.0	71	59.0	10	----	59.0	0.0	8	-8.0
Site 109	157	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	159	1	0.0	63.2	71	63.2	10	----	63.2	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	161	1	0.0	59.7	71	59.7	10	----	59.7	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	163	1	0.0	58.2	71	58.2	10	----	58.2	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	165	1	0.0	56.8	71	56.8	10	----	56.8	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	167	1	0.0	55.2	71	55.2	10	----	55.2	0.0	8	-8.0
Site 110	169	1	0.0	59.1	71	59.1	10	----	59.1	0.0	8	-8.0
Site 111	171	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 112	172	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 113	173	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Site 114	174	1	0.0	59.5	71	59.5	10	----	59.5	0.0	8	-8.0
Site 115	175	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 116	176	1	0.0	66.4	71	66.4	10	----	66.4	0.0	8	-8.0
Site 117	177	1	0.0	65.6	71	65.6	10	----	65.6	0.0	8	-8.0
Site 118	178	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0
Site 119	179	1	0.0	60.7	71	60.7	10	----	60.7	0.0	8	-8.0
Site 120	180	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 121	181	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 122	182	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 123	183	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 124	184	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 125	185	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Site 126	186	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 127	187	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Site 128	188	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Improvements to Perkins Road

Site 129	189	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 130	190	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 131	191	1	0.0	61.9	71	61.9	10	----	61.9	0.0	8	-8.0	
Site 132	192	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0	
Site 133	193	1	0.0	65.6	71	65.6	10	----	65.6	0.0	8	-8.0	
Site 134	194	1	0.0	63.0	71	63.0	10	----	63.0	0.0	8	-8.0	
Site 135	195	1	0.0	64.2	71	64.2	10	----	64.2	0.0	8	-8.0	
Site 136	196	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0	
Site 137	197	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 138	198	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	
Site 139	199	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0	
Site 140	200	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0	
Site 141	202	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0	
Site 142	203	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0	
Site 143	204	1	0.0	67.1	71	67.1	10	----	67.1	0.0	8	-8.0	
Site 144	205	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0	
Site 145	206	1	0.0	69.3	71	69.3	10	----	69.3	0.0	8	-8.0	
Site 146	207	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0	
Site 147	208	1	0.0	62.9	71	62.9	10	----	62.9	0.0	8	-8.0	
Site 148	209	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0	
Site 170	211	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
Site 171	212	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0	
Site 172	213	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
Site 173	214	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0	
Site 174	215	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0	
Site 175	216	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0	
Site 176	217	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0	
Site 177	218	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0	
Site 178	219	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 179	220	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
Site 180	221	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0	
Site 181	222	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0	
Site 182	223	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
Site 183	224	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0	
Site 184	225	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0	
Site 185	227	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		14	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

Improvements to Perkins Road

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		9 April 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 1A										
BARRIER DESIGN:		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction			
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	71.6	71	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 4	22	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0
Site 7	25	1	0.0	66.9	71	66.9	10	----	66.9	0.0	8	-8.0
Site 8	26	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Site 9	27	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Site 10	28	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 11	29	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 12	30	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Site 13	31	1	0.0	71.1	71	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Site 14	32	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 15	33	1	0.0	68.0	71	68.0	10	----	68.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 17	35	1	0.0	70.1	71	70.1	10	----	70.1	0.0	8	-8.0
Site 18	36	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 19	37	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 20	38	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Site 21	39	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 22	40	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Site 23	41	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 24	42	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 25	43	1	0.0	66.4	71	66.4	10	----	66.4	0.0	8	-8.0
Site 26	44	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 27	45	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 28	46	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 29	47	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Site 30	48	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 31	49	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Site 32	50	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 33	51	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 34	52	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Site 35	53	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Site 36	54	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 37	55	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 38	56	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 39	57	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Site 40	58	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 41	59	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 42	60	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 43	61	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Site 44	62	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 45	63	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 46	64	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Site 47	65	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Site 48	66	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 49	67	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Site 50	68	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 51	69	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Site 52	70	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 53	71	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 54	72	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Site 55	73	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Site 56	74	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Site 58	76	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 59	77	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 60	78	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 61	79	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 62	80	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 63	81	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 64	83	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 65	84	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 66	85	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 67	86	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 68	87	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 69	88	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Site 70	89	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 71	90	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Site 72	91	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 73	92	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
Site 74	93	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
Site 75	94	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Site 76	95	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 77	96	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 78	97	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 79	98	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 80	99	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 81	100	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Site 82	101	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 83	102	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 84	103	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
Site 85	104	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 86	105	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Site 87	106	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 88	107	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Site 89	108	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 90	109	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 91	110	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Site 92	111	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Site 93	112	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 94	113	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 95	114	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 96	115	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 97	116	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Site 99	118	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 100	119	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 101	120	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 102	121	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Site 103	122	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 104	123	1	0.0	57.5	71	57.5	10	----	57.5	0.0	8	-8.0
Site 105	124	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 106	125	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 107	131	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Site 108	132	1	0.0	60.5	71	60.5	10	----	60.5	0.0	8	-8.0
Site 109	133	1	0.0	62.2	71	62.2	10	----	62.2	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	65.4	71	65.4	10	----	65.4	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.2	71	61.2	10	----	61.2	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	59.0	71	59.0	10	----	59.0	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	56.4	71	56.4	10	----	56.4	0.0	8	-8.0
Site 110	139	1	0.0	60.8	71	60.8	10	----	60.8	0.0	8	-8.0
Site 111	140	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 112	141	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Site 113	142	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 114	143	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 115	144	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Site 116	145	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0
Site 117	146	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 118	148	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 119	149	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 120	150	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 121	151	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Site 122	152	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 123	153	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 124	154	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Site 125	155	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Site 126	156	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 127	157	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Site 128	158	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 130	160	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0	
Site 131	161	1	0.0	64.7	71	64.7	10	----	64.7	0.0	8	-8.0	
Site 132	162	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0	
Site 133	163	1	0.0	67.7	71	67.7	10	----	67.7	0.0	8	-8.0	
Site 134	164	1	0.0	65.7	71	65.7	10	----	65.7	0.0	8	-8.0	
Site 135	165	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0	
Site 136	166	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0	
Site 137	167	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	
Site 138	168	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0	
Site 139	169	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0	
Site 140	171	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0	
Site 141	172	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0	
Site 142	173	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0	
Site 143	174	1	0.0	67.6	71	67.6	10	----	67.6	0.0	8	-8.0	
Site 144	175	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0	
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0	
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0	
Site 147	179	1	0.0	63.9	71	63.9	10	----	63.9	0.0	8	-8.0	
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0	
Site 170	182	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0	
Site 171	183	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0	
Site 172	184	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0	
Site 173	185	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0	
Site 174	186	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0	
Site 175	187	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0	
Site 176	188	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0	
Site 177	189	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0	
Site 178	190	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
Site 179	191	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0	
Site 180	192	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0	
Site 181	193	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
Site 182	194	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0	
Site 183	195	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0	
Site 184	196	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0	
Site 185	199	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		32	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 1A										
BARRIER DESIGN:		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	71.6	71	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 4	22	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0
Site 7	25	1	0.0	66.9	71	66.9	10	----	66.9	0.0	8	-8.0
Site 8	26	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Site 9	27	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Site 10	28	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Site 11	29	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 12	30	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Site 13	31	1	0.0	71.1	71	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Site 14	32	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 15	33	1	0.0	68.0	71	68.0	10	----	68.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 17	35	1	0.0	70.1	71	70.1	10	----	70.1	0.0	8	-8.0
Site 18	36	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Site 19	37	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 20	38	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Site 21	39	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 22	40	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Site 23	41	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 24	42	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 25	43	1	0.0	66.4	71	66.4	10	----	66.4	0.0	8	-8.0
Site 26	44	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 27	45	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 28	46	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 29	47	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Site 30	48	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 31	49	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Site 32	50	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 33	51	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 34	52	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Site 35	53	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Site 36	54	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 37	55	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 38	56	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 39	57	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Site 40	58	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 41	59	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 42	60	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Site 43	61	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Site 44	62	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 45	63	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 46	64	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Site 47	65	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Site 48	66	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 49	67	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Site 50	68	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 51	69	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Site 52	70	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 53	71	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 54	72	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Site 55	73	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Site 56	74	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Site 58	76	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 59	77	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 60	78	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 61	79	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Site 62	80	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 63	81	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 64	83	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 65	84	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 66	85	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 67	86	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 68	87	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 69	88	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Site 70	89	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 71	90	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Site 72	91	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 73	92	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
Site 74	93	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
Site 75	94	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Site 76	95	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 77	96	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 78	97	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 79	98	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
Site 80	99	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 81	100	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 82	101	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 83	102	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 84	103	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
Site 85	104	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Site 86	105	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Site 87	106	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 88	107	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Site 89	108	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
Site 90	109	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 91	110	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Site 92	111	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Site 93	112	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 94	113	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 95	114	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Site 96	115	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Site 97	116	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
Site 99	118	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 100	119	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 101	120	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 102	121	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Site 103	122	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 104	123	1	0.0	57.5	71	57.5	10	----	57.5	0.0	8	-8.0
Site 105	124	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 106	125	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 107	131	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Site 108	132	1	0.0	60.5	71	60.5	10	----	60.5	0.0	8	-8.0
Site 109	133	1	0.0	62.2	71	62.2	10	----	62.2	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	65.4	71	65.4	10	----	65.4	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.2	71	61.2	10	----	61.2	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	59.0	71	59.0	10	----	59.0	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	56.4	71	56.4	10	----	56.4	0.0	8	-8.0
Site 110	139	1	0.0	60.8	71	60.8	10	----	60.8	0.0	8	-8.0
Site 111	140	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 112	141	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Site 113	142	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 114	143	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 115	144	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Site 116	145	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0
Site 117	146	1	0.0	69.9	71	69.9	10	----	69.9	0.0	8	-8.0
Site 118	148	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 119	149	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 120	150	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 121	151	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Site 122	152	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 123	153	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 124	154	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Site 125	155	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Site 126	156	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 127	157	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Site 128	158	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 130	160	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 131	161	1	0.0	64.7	71	64.7	10	----	64.7	0.0	8	-8.0
Site 132	162	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0
Site 133	163	1	0.0	67.7	71	67.7	10	----	67.7	0.0	8	-8.0
Site 134	164	1	0.0	65.7	71	65.7	10	----	65.7	0.0	8	-8.0
Site 135	165	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0
Site 136	166	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 137	167	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Site 138	168	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 139	169	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Site 140	171	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 141	172	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 142	173	1	0.0	69.4	71	69.4	10	----	69.4	0.0	8	-8.0
Site 143	174	1	0.0	67.6	71	67.6	10	----	67.6	0.0	8	-8.0
Site 144	175	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0
Site 147	179	1	0.0	63.9	71	63.9	10	----	63.9	0.0	8	-8.0
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0
Site 170	182	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Site 171	183	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Site 172	184	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Site 173	185	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 174	186	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 175	187	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Site 176	188	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Site 177	189	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 178	190	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Site 179	191	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 180	192	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Site 181	193	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Site 182	194	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Site 183	195	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Site 184	196	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
Site 185	199	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		183	0.0	0.0	0.0							
All Impacted		33	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		9 April 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 2B										
BARRIER DESIGN:		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 4	22	1	0.0	67.7	71	67.7	10	----	67.7	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0
Site 7	25	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0
Site 8	26	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 9	27	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 10	28	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 11	29	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 12	30	1	0.0	72.7	71	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Site 13	31	1	0.0	71.9	71	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Site 14	32	1	0.0	63.3	71	63.3	10	----	63.3	0.0	8	-8.0
Site 15	33	1	0.0	67.3	71	67.3	10	----	67.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Site 17	35	1	0.0	69.2	71	69.2	10	----	69.2	0.0	8	-8.0
Site 18	36	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 19	37	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 20	38	1	0.0	70.6	71	70.6	10	----	70.6	0.0	8	-8.0
Site 21	39	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 22	40	1	0.0	63.3	71	63.3	10	----	63.3	0.0	8	-8.0
Site 23	41	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 24	42	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 25	43	1	0.0	65.9	71	65.9	10	----	65.9	0.0	8	-8.0
Site 26	44	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 27	45	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 28	46	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 29	47	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 30	48	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 31	49	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 32	50	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 33	51	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 34	52	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 35	53	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 36	54	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 37	55	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 38	56	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 39	57	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 40	58	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Site 41	59	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Site 42	60	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Site 43	61	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Site 44	62	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 45	63	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 46	64	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Site 47	65	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
Site 48	66	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 49	67	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 50	68	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 51	69	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Site 52	70	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 53	71	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Site 54	72	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 55	73	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 56	74	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 58	76	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 59	77	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 60	78	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 61	79	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 62	80	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 63	81	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 64	83	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 65	84	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 66	85	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 67	86	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Site 68	87	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Site 69	88	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 70	89	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Site 71	90	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 72	91	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 73	92	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Site 74	93	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 75	94	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Site 76	95	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Site 77	96	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Site 78	97	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 79	98	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 80	99	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Site 81	100	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Site 82	101	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 83	102	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 84	103	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Site 85	104	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Site 86	105	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 87	106	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 88	107	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Site 89	108	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
Site 90	109	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Site 91	110	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Site 92	111	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 93	112	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
Site 94	113	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 95	114	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 96	115	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 97	116	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Site 99	118	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 100	119	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Site 101	120	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Site 102	121	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Site 103	122	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Site 104	123	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	124	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 106	125	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 107	131	1	0.0	62.5	71	62.5	10	----	62.5	0.0	8	-8.0
Site 108	132	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Site 109	133	1	0.0	62.6	71	62.6	10	----	62.6	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	57.3	71	57.3	10	----	57.3	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	56.2	71	56.2	10	----	56.2	0.0	8	-8.0
Site 110	139	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Site 111	140	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 112	141	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 113	142	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 114	143	1	0.0	59.4	71	59.4	10	----	59.4	0.0	8	-8.0
Site 115	144	1	0.0	67.4	71	67.4	10	----	67.4	0.0	8	-8.0
Site 116	145	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0
Site 117	146	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 118	148	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 119	149	1	0.0	61.8	71	61.8	10	----	61.8	0.0	8	-8.0
Site 120	150	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 121	151	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Site 122	152	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 123	153	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Site 124	154	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 125	155	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 126	156	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 127	157	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 128	158	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 130	160	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0	
Site 131	161	1	0.0	62.3	71	62.3	10	----	62.3	0.0	8	-8.0	
Site 132	162	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0	
Site 133	163	1	0.0	66.3	71	66.3	10	----	66.3	0.0	8	-8.0	
Site 134	164	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0	
Site 135	165	1	0.0	64.0	71	64.0	10	----	64.0	0.0	8	-8.0	
Site 136	166	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
Site 137	167	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
Site 138	168	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0	
Site 139	169	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0	
Site 140	171	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 141	172	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	
Site 142	173	1	0.0	69.5	71	69.5	10	----	69.5	0.0	8	-8.0	
Site 143	174	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0	
Site 144	175	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0	
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0	
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0	
Site 147	179	1	0.0	63.8	71	63.8	10	----	63.8	0.0	8	-8.0	
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0	
Site 170	182	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0	
Site 171	183	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0	
Site 172	184	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0	
Site 173	185	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
Site 174	186	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0	
Site 175	187	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0	
Site 176	188	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0	
Site 177	189	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0	
Site 178	190	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0	
Site 179	191	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0	
Site 180	192	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0	
Site 181	193	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0	
Site 182	194	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0	
Site 183	195	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0	
Site 184	196	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0	
Site 185	198	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		30	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 2B										
BARRIER DESIGN:		INPUT HEIGHTS										
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 4	22	1	0.0	67.7	71	67.7	10	----	67.7	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	69.8	71	69.8	10	----	69.8	0.0	8	-8.0
Site 7	25	1	0.0	66.0	71	66.0	10	----	66.0	0.0	8	-8.0
Site 8	26	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 9	27	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 10	28	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Site 11	29	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 12	30	1	0.0	72.7	71	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Site 13	31	1	0.0	71.9	71	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Site 14	32	1	0.0	63.3	71	63.3	10	----	63.3	0.0	8	-8.0
Site 15	33	1	0.0	67.3	71	67.3	10	----	67.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Site 17	35	1	0.0	69.2	71	69.2	10	----	69.2	0.0	8	-8.0
Site 18	36	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Site 19	37	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 20	38	1	0.0	70.6	71	70.6	10	----	70.6	0.0	8	-8.0
Site 21	39	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 22	40	1	0.0	63.3	71	63.3	10	----	63.3	0.0	8	-8.0
Site 23	41	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 24	42	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Site 25	43	1	0.0	65.9	71	65.9	10	----	65.9	0.0	8	-8.0
Site 26	44	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 27	45	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 28	46	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Site 29	47	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 30	48	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 31	49	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 32	50	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Site 33	51	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Site 34	52	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 35	53	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 36	54	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 37	55	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Site 38	56	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 39	57	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 40	58	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Site 41	59	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Site 42	60	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Site 43	61	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Site 44	62	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 45	63	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Site 46	64	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Site 47	65	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
Site 48	66	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Site 49	67	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 50	68	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Site 51	69	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Site 52	70	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 53	71	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Site 54	72	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Site 55	73	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Site 56	74	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 58	76	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 59	77	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 60	78	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 61	79	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 62	80	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 63	81	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 64	83	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 65	84	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
Site 66	85	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 67	86	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Site 68	87	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Site 69	88	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Site 70	89	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Site 71	90	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Site 72	91	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 73	92	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Site 74	93	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Site 75	94	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Site 76	95	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Site 77	96	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Site 78	97	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 79	98	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Site 80	99	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Site 81	100	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 82	101	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 83	102	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Site 84	103	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Site 85	104	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Site 86	105	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 87	106	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Site 88	107	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Site 89	108	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
Site 90	109	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Site 91	110	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Site 92	111	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 93	112	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
Site 94	113	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 95	114	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Site 96	115	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 97	116	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Site 99	118	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 100	119	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Site 101	120	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Site 102	121	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Site 103	122	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Site 104	123	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	124	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 106	125	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Site 107	131	1	0.0	62.5	71	62.5	10	----	62.5	0.0	8	-8.0
Site 108	132	1	0.0	60.3	71	60.3	10	----	60.3	0.0	8	-8.0
Site 109	133	1	0.0	62.6	71	62.6	10	----	62.6	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	57.3	71	57.3	10	----	57.3	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	56.2	71	56.2	10	----	56.2	0.0	8	-8.0
Site 110	139	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Site 111	140	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 112	141	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 113	142	1	0.0	62.4	71	62.4	10	----	62.4	0.0	8	-8.0
Site 114	143	1	0.0	59.4	71	59.4	10	----	59.4	0.0	8	-8.0
Site 115	144	1	0.0	67.4	71	67.4	10	----	67.4	0.0	8	-8.0
Site 116	145	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0
Site 117	146	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 118	148	1	0.0	65.3	71	65.3	10	----	65.3	0.0	8	-8.0
Site 119	149	1	0.0	61.8	71	61.8	10	----	61.8	0.0	8	-8.0
Site 120	150	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Site 121	151	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Site 122	152	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 123	153	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Site 124	154	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Site 125	155	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 126	156	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 127	157	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Site 128	158	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
Site 130	160	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0	
Site 131	161	1	0.0	62.3	71	62.3	10	----	62.3	0.0	8	-8.0	
Site 132	162	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0	
Site 133	163	1	0.0	66.3	71	66.3	10	----	66.3	0.0	8	-8.0	
Site 134	164	1	0.0	63.6	71	63.6	10	----	63.6	0.0	8	-8.0	
Site 135	165	1	0.0	64.0	71	64.0	10	----	64.0	0.0	8	-8.0	
Site 136	166	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
Site 137	167	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0	
Site 138	168	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0	
Site 139	169	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0	
Site 140	171	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 141	172	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	
Site 142	173	1	0.0	69.5	71	69.5	10	----	69.5	0.0	8	-8.0	
Site 143	174	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0	
Site 144	175	1	0.0	70.5	71	70.5	10	----	70.5	0.0	8	-8.0	
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0	
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0	
Site 147	179	1	0.0	63.8	71	63.8	10	----	63.8	0.0	8	-8.0	
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0	
Site 170	182	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0	
Site 171	183	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0	
Site 172	184	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0	
Site 173	185	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
Site 174	186	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0	
Site 175	187	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0	
Site 176	188	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0	
Site 177	189	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0	
Site 178	190	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0	
Site 179	191	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0	
Site 180	192	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0	
Site 181	193	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0	
Site 182	194	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0	
Site 183	195	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0	
Site 184	196	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0	
Site 185	198	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		33	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS												
SPG												
		9 April 2015										
		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 3										
BARRIER DESIGN:		INPUT HEIGHTS										
		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction			
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	66.1	71	66.1	10	----	66.1	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.0	71	67.0	10	----	67.0	0.0	8	-8.0
Site 4	22	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Site 7	25	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 8	26	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 9	27	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 10	28	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 11	29	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 12	30	1	0.0	72.0	71	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Site 13	31	1	0.0	71.2	71	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Site 14	32	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 15	33	1	0.0	69.2	71	69.2	10	----	69.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 17	35	1	0.0	70.2	71	70.2	10	----	70.2	0.0	8	-8.0
Site 18	36	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 19	37	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 20	38	1	0.0	70.9	71	70.9	10	----	70.9	0.0	8	-8.0
Site 21	39	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Site 22	40	1	0.0	65.1	71	65.1	10	----	65.1	0.0	8	-8.0
Site 23	41	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 24	42	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 25	43	1	0.0	68.3	71	68.3	10	----	68.3	0.0	8	-8.0
Site 26	44	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 27	45	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 28	46	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Site 29	47	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 30	48	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Site 31	49	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 32	50	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 33	51	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Site 34	52	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 35	53	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 36	54	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Site 37	55	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Site 38	56	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Site 39	57	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 40	58	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Site 41	59	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Site 42	60	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 43	61	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 44	62	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 45	63	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 46	64	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 47	65	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 48	66	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 49	67	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 50	68	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 51	69	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 52	70	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 53	71	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 54	72	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 55	73	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 56	74	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Site 58	76	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 59	77	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Site 60	78	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Site 61	79	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Site 62	80	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 63	81	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 64	83	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Site 65	84	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 66	85	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 67	86	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 68	87	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 69	88	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Site 70	89	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Site 71	90	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Site 72	91	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
Site 73	92	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 74	93	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 75	94	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Site 76	95	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 77	96	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 78	97	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 79	98	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 80	99	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Site 81	100	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Site 82	101	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 83	102	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Site 84	103	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 85	104	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Site 86	105	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 87	106	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 88	107	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 89	108	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 90	109	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Site 91	110	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 92	111	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 93	112	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Site 94	113	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 95	114	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 96	115	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 97	116	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Site 99	118	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 100	119	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Site 101	120	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 102	121	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Site 103	122	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 104	123	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	124	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Site 106	125	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 107	131	1	0.0	62.6	71	62.6	10	----	62.6	0.0	8	-8.0
Site 108	132	1	0.0	61.0	71	61.0	10	----	61.0	0.0	8	-8.0
Site 109	133	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.6	71	61.6	10	----	61.6	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	56.9	71	56.9	10	----	56.9	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	55.6	71	55.6	10	----	55.6	0.0	8	-8.0
Site 110	139	1	0.0	59.9	71	59.9	10	----	59.9	0.0	8	-8.0
Site 111	140	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Site 112	141	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 113	142	1	0.0	64.0	71	64.0	10	----	64.0	0.0	8	-8.0
Site 114	143	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Site 115	144	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 116	145	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Site 117	146	1	0.0	68.3	71	68.3	10	----	68.3	0.0	8	-8.0
Site 118	148	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0
Site 119	149	1	0.0	64.1	71	64.1	10	----	64.1	0.0	8	-8.0
Site 120	150	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Site 121	151	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 122	152	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 123	153	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Site 124	154	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 125	155	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Site 126	156	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 127	157	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Site 128	158	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0	
Site 130	160	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0	
Site 131	161	1	0.0	64.1	71	64.1	10	----	64.1	0.0	8	-8.0	
Site 132	162	1	0.0	67.1	71	67.1	10	----	67.1	0.0	8	-8.0	
Site 133	163	1	0.0	66.7	71	66.7	10	----	66.7	0.0	8	-8.0	
Site 134	164	1	0.0	64.4	71	64.4	10	----	64.4	0.0	8	-8.0	
Site 135	165	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0	
Site 136	166	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0	
Site 137	167	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0	
Site 138	168	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0	
Site 139	169	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0	
Site 140	171	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0	
Site 141	172	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0	
Site 142	173	1	0.0	69.3	71	69.3	10	----	69.3	0.0	8	-8.0	
Site 143	174	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0	
Site 144	175	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0	
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0	
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0	
Site 147	179	1	0.0	63.8	71	63.8	10	----	63.8	0.0	8	-8.0	
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0	
Site 170	182	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0	
Site 171	183	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0	
Site 172	184	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0	
Site 173	185	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0	
Site 174	186	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0	
Site 175	187	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0	
Site 176	188	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0	
Site 177	189	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0	
Site 178	190	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0	
Site 179	191	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0	
Site 180	192	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0	
Site 181	193	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0	
Site 182	194	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0	
Site 183	195	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0	
Site 184	196	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0	
Site 185	198	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		183	0.0	0.0	0.0								
All Impacted		42	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 3										
BARRIER DESIGN:		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Noise Measurement Site 1	1	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Noise Measurement Site 2	3	1	0.0	66.1	71	66.1	10	----	66.1	0.0	8	-8.0
Noise Measurement Site 3	5	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Noise Measurement Site 4	7	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Noise Measurement Site 5	9	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Noise Measurement Site 6	11	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Noise Measurement Site 7	13	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Noise Measurement Site 8	15	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Noise Measurement Site 9	17	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 1	19	1	0.0	68.4	71	68.4	10	----	68.4	0.0	8	-8.0
Site 2	20	1	0.0	69.6	71	69.6	10	----	69.6	0.0	8	-8.0
Site 3	21	1	0.0	67.0	71	67.0	10	----	67.0	0.0	8	-8.0
Site 4	22	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0
Site 5	23	1	0.0	68.5	71	68.5	10	----	68.5	0.0	8	-8.0
Site 6	24	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Site 7	25	1	0.0	67.2	71	67.2	10	----	67.2	0.0	8	-8.0
Site 8	26	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 9	27	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Site 10	28	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 11	29	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Site 12	30	1	0.0	72.0	71	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Site 13	31	1	0.0	71.2	71	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Site 14	32	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Site 15	33	1	0.0	69.2	71	69.2	10	----	69.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 16	34	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 17	35	1	0.0	70.2	71	70.2	10	----	70.2	0.0	8	-8.0
Site 18	36	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 19	37	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 20	38	1	0.0	70.9	71	70.9	10	----	70.9	0.0	8	-8.0
Site 21	39	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Site 22	40	1	0.0	65.1	71	65.1	10	----	65.1	0.0	8	-8.0
Site 23	41	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 24	42	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Site 25	43	1	0.0	68.3	71	68.3	10	----	68.3	0.0	8	-8.0
Site 26	44	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 27	45	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Site 28	46	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Site 29	47	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 30	48	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Site 31	49	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Site 32	50	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Site 33	51	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Site 34	52	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 35	53	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 36	54	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Site 37	55	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Site 38	56	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Site 39	57	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Site 40	58	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Site 41	59	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Site 42	60	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Site 43	61	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 44	62	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 45	63	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 46	64	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 47	65	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Site 48	66	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 49	67	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
Site 50	68	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Site 51	69	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Site 52	70	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Site 53	71	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Site 54	72	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 55	73	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 56	74	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 57	75	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Site 58	76	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 59	77	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Site 60	78	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Site 61	79	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Site 62	80	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Site 63	81	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Site 64	83	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Site 65	84	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Site 66	85	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Site 67	86	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 68	87	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Site 69	88	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Site 70	89	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Site 71	90	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Site 72	91	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
Site 73	92	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Site 74	93	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Site 75	94	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Site 76	95	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 77	96	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Site 78	97	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 79	98	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Site 80	99	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Site 81	100	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Site 82	101	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 83	102	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Site 84	103	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Site 85	104	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Site 86	105	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Site 87	106	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Site 88	107	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Site 89	108	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Site 90	109	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Site 91	110	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Site 92	111	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Site 93	112	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Site 94	113	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 95	114	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Site 96	115	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Site 97	116	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 98	117	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Site 99	118	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Site 100	119	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Site 101	120	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Site 102	121	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Site 103	122	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Site 104	123	1	0.0	57.6	71	57.6	10	----	57.6	0.0	8	-8.0
Site 105	124	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Site 106	125	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Jamestown 50' from Existing ROW	126	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Jamestown 100' from Existing ROW	127	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Jamestown 150' from Existing ROW	128	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Jamestown 200' from Existing ROW	129	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Jamestown 250' from Existing ROW	130	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 107	131	1	0.0	62.6	71	62.6	10	----	62.6	0.0	8	-8.0
Site 108	132	1	0.0	61.0	71	61.0	10	----	61.0	0.0	8	-8.0
Site 109	133	1	0.0	62.7	71	62.7	10	----	62.7	0.0	8	-8.0
Jamestown Commercial1 50' from Existing	134	1	0.0	64.9	71	64.9	10	----	64.9	0.0	8	-8.0
Jamestown Commercial1 100' from Existin	135	1	0.0	61.6	71	61.6	10	----	61.6	0.0	8	-8.0
Jamestown Commercial1 150' from Existin	136	1	0.0	58.8	71	58.8	10	----	58.8	0.0	8	-8.0
Jamestown Commercial1 200' from Existin	137	1	0.0	56.9	71	56.9	10	----	56.9	0.0	8	-8.0
Jamestown Commercial1 250' from Existin	138	1	0.0	55.6	71	55.6	10	----	55.6	0.0	8	-8.0
Site 110	139	1	0.0	59.9	71	59.9	10	----	59.9	0.0	8	-8.0
Site 111	140	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Site 112	141	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
Site 113	142	1	0.0	64.0	71	64.0	10	----	64.0	0.0	8	-8.0
Site 114	143	1	0.0	61.3	71	61.3	10	----	61.3	0.0	8	-8.0
Site 115	144	1	0.0	67.8	71	67.8	10	----	67.8	0.0	8	-8.0
Site 116	145	1	0.0	69.0	71	69.0	10	----	69.0	0.0	8	-8.0
Site 117	146	1	0.0	68.3	71	68.3	10	----	68.3	0.0	8	-8.0
Site 118	148	1	0.0	66.6	71	66.6	10	----	66.6	0.0	8	-8.0
Site 119	149	1	0.0	64.1	71	64.1	10	----	64.1	0.0	8	-8.0
Site 120	150	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
Site 121	151	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 122	152	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Site 123	153	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Site 124	154	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Site 125	155	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Site 126	156	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Site 127	157	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Site 128	158	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

Site 129	159	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Site 130	160	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Site 131	161	1	0.0	64.1	71	64.1	10	----	64.1	0.0	8	-8.0
Site 132	162	1	0.0	67.1	71	67.1	10	----	67.1	0.0	8	-8.0
Site 133	163	1	0.0	66.7	71	66.7	10	----	66.7	0.0	8	-8.0
Site 134	164	1	0.0	64.4	71	64.4	10	----	64.4	0.0	8	-8.0
Site 135	165	1	0.0	65.0	71	65.0	10	----	65.0	0.0	8	-8.0
Site 136	166	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Site 137	167	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Site 138	168	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Site 139	169	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Site 140	171	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 141	172	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Site 142	173	1	0.0	69.3	71	69.3	10	----	69.3	0.0	8	-8.0
Site 143	174	1	0.0	67.5	71	67.5	10	----	67.5	0.0	8	-8.0
Site 144	175	1	0.0	70.4	71	70.4	10	----	70.4	0.0	8	-8.0
Site 145	176	1	0.0	69.7	71	69.7	10	----	69.7	0.0	8	-8.0
Site 146	177	1	0.0	68.7	71	68.7	10	----	68.7	0.0	8	-8.0
Site 147	179	1	0.0	63.8	71	63.8	10	----	63.8	0.0	8	-8.0
Site 148	180	1	0.0	68.8	71	68.8	10	----	68.8	0.0	8	-8.0
Site 170	182	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Site 171	183	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Site 172	184	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Site 173	185	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Site 174	186	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Site 175	187	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Site 176	188	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Site 177	189	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Site 178	190	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Site 179	191	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Site 180	192	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Site 181	193	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Site 182	194	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Site 183	195	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Site 184	196	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Site 185	198	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		183	0.0	0.0	0.0							
All Impacted		44	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

<Project Name?>

All that meet NR Goal		0	0.0	0.0	0.0							
-----------------------	--	---	-----	-----	-----	--	--	--	--	--	--	--

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015										
SPG		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		<Project Name?>										
RUN:		Perkins Road 2035 Alternative 2B										
BARRIER DESIGN:		6 Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Site 61	79	1	0.0	71.8	66	71.8	10	Snd Lvl	63.2	8.6	8	0.6
Noise Measurement Site 6	11	1	0.0	70.7	66	70.7	10	Snd Lvl	65.2	5.5	8	-2.5
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		2	5.5	7.1	8.6							
All Impacted		2	5.5	7.1	8.6							
All that meet NR Goal		1	8.6	8.6	8.6							

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015											
SPG		TNM 2.5											
		Calculated with TNM 2.5											
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		Perkins Road 2035 Alternative 1A											
BARRIER DESIGN:		7B-111915											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction			
					Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
								Sub'l Inc					
				dB	dB	dB	dB		dB	dB	dB	dB	dB
Site 177		189	1	0.0	60.7	66	60.7	10	----	59.1	1.6	8	-6.4
Site 107		131	1	0.0	62.7	71	62.7	10	----	61.8	0.9	8	-7.1
Site 170		182	1	0.0	67.7	66	67.7	10	Snd Lvl	59.7	8.0	8	0.0
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		3	0.9	3.5	8.0								
All Impacted		1	8.0	8.0	8.0								
All that meet NR Goal		0	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

<Project Name?>

URS										25 November 2015			
SPG										TNM 2.5			
										Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:										<Project Name?>			
RUN:										Perkins Road 2035 Alternative 1A			
BARRIER DESIGN:										8A-111915			
										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:										68 deg F, 50% RH			
Receiver													
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction			
					Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
								Sub'l Inc					
				dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Site 101		120	1	0.0	69.2	66	69.2	10	Snd Lvl	62.8	6.4	8	-1.6
Noise Measurement Site 8		15	1	0.0	68.4	66	68.4	10	Snd Lvl	59.6	8.8	8	0.8
Site 100		119	1	0.0	66.5	66	66.5	10	Snd Lvl	58.8	7.7	8	-0.3
Site 95		114	1	0.0	63.9	66	63.9	10	----	57.7	6.2	8	-1.8
Site 94		113	1	0.0	66.3	66	66.3	10	Snd Lvl	57.9	8.4	8	0.4
Site 93		112	1	0.0	65.5	66	65.5	10	----	59.9	5.6	8	-2.4
Site 92		111	1	0.0	64.9	66	64.9	10	----	59.0	5.9	8	-2.1
Site 85		104	1	0.0	67.1	66	67.1	10	Snd Lvl	58.5	8.6	8	0.6
Dwelling Units			# DUs	Noise Reduction									
				Min	Avg	Max							
				dB	dB	dB							
All Selected			8	5.6	7.2	8.8							
All Impacted			5	6.4	8.0	8.8							
All that meet NR Goal			3	8.4	8.6	8.8							

RESULTS: SOUND LEVELS

<Project Name?>

URS										25 November 2015			
SPG										TNM 2.5			
										Calculated with TNM 2.5			
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:										<Project Name?>			
RUN:										Perkins Road 2035 Alternative 2B			
BARRIER DESIGN:										8B			
										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:										68 deg F, 50% RH			
Receiver													
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier		Noise Reduction		
					Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
								Sub'l Inc					
				dB	dB	dB	dB			dB	dB	dB	dB
Site 83		102	1	0.0	70.0	66	70.0	10	Snd Lvl	63.2	6.8	8	-1.2
Site 82		101	1	0.0	67.3	66	67.3	10	Snd Lvl	60.6	6.7	8	-1.3
Site 81		100	1	0.0	72.1	66	72.1	10	Snd Lvl	59.8	12.3	8	4.3
Site 80		99	1	0.0	65.8	66	65.8	10	----	59.0	6.8	8	-1.2
Site 78		97	1	0.0	67.2	66	67.2	10	Snd Lvl	59.9	7.3	8	-0.7
Dwelling Units			# DUs	Noise Reduction									
				Min	Avg	Max							
				dB	dB	dB							
All Selected			5	6.7	8.0	12.3							
All Impacted			4	6.7	8.3	12.3							
All that meet NR Goal			1	12.3	12.3	12.3							

RESULTS: SOUND LEVELS

<Project Name?>

URS		25 November 2015											
SPG		TNM 2.5											
		Calculated with TNM 2.5											
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		<Project Name?>											
RUN:		Perkins Road 2035 Alternative 2B											
BARRIER DESIGN:		8C											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction			
					Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
				dB	dB	dB	dB	dB		dB	dB	dB	dB
Site 65		84	1	0.0	59.2	66	59.2	10	----	57.9	1.3	8	-6.7
Site 69		88	1	0.0	61.3	66	61.3	10	----	58.1	3.2	8	-4.8
Site 68		87	1	0.0	67.1	66	67.1	10	Snd Lvl	61.0	6.1	8	-1.9
Site 64		83	1	0.0	66.5	66	66.5	10	Snd Lvl	63.0	3.5	8	-4.5
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		4	1.3	3.5	6.1								
All Impacted		2	3.5	4.8	6.1								
All that meet NR Goal		0	0.0	0.0	0.0								

RESULTS: SOUND LEVELS

LA DOTD Perkins Rd

URS		17 March 2015											
CM		TNM 2.5											
		Calculated with TNM 2.5											
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		LA DOTD Perkins Rd											
RUN:		FB Alt 1A 2035											
BARRIER DESIGN:		all-impctLOS											
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing	No Barrier	Increase over existing			Type	With Barrier	Noise Reduction			
			LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated	Calculated	Goal	Calculated
								Sub'l Inc					minus
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB
Site 168	19	2	0.0	55.6	66	55.6	10	----		54.2	1.4	8	-6.6
Site 167	18	2	0.0	60.0	66	60.0	10	----		58.1	1.9	8	-6.1
Site 166	17	1	0.0	68.7	66	68.7	10	Snd Lvl		58.4	10.3	8	2.3
Site 164	15	2	0.0	56.9	66	56.9	10	----		53.0	3.9	8	-4.1
Site 163	14	2	0.0	60.9	66	60.9	10	----		55.8	5.1	8	-2.9
Site 165	16	1	0.0	68.2	66	68.2	10	Snd Lvl		58.1	10.1	8	2.1
Site 162	13	1	0.0	67.7	66	67.7	10	Snd Lvl		59.6	8.1	8	0.1
Site 159	10	1	0.0	54.9	66	54.9	10	----		53.6	1.3	8	-6.7
Site 161	12	1	0.0	65.1	66	65.1	10	----		64.0	1.1	8	-6.9
Site 160	11	1	0.0	63.7	66	63.7	10	----		63.1	0.6	8	-7.4
Site 158	9	1	0.0	61.3	66	61.3	10	----		60.9	0.4	8	-7.6
Site 157	8	2	0.0	59.0	66	59.0	10	----		58.7	0.3	8	-7.7
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		17	0.3	3.7	10.3								
All Impacted		3	8.1	9.5	10.3								
All that meet NR Goal		3	8.1	9.5	10.3								

APPENDIX E

TNM Predicted Noise Level Results – All Alternatives

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Noise Measurement Site 1	1	B/C	66	70	70	71	1	NAC	71	2	NAC	71	1	NAC
Noise Measurement Site 2	1	E	71	69	70	72	2	NAC	70	1	NAC	66	-3	NAC
Noise Measurement Site 3	1	B/C	66	68	68	70	2	NAC	70	2	NAC	71	3	NAC
Noise Measurement Site 4	2	B/C	66	65	65	69	4	NAC	67	2	NAC	68	3	NAC
Noise Measurement Site 5	1	B/C	66	62	62	65	3	None	63	1	None	65	4	None
Noise Measurement Site 6	1	B/C	66	66	66	67	1	NAC	67	2	NAC	70	5	NAC
Noise Measurement Site 7	1	B/C	66	67	67	69	2	NAC	69	2	NAC	69	2	NAC
Noise Measurement Site 8	1	B/C	66	60	61	68	8	NAC	67	8	NAC	68	8	NAC
Noise Measurement Site 9	1	B/C	66	59	60	60	1	None	60	1	None	60	1	None
Site 1	1	E	71	67	68	68	1	NAC	68	1	NAC	68	1	NAC
Site 2	1	E	71	69	70	70	1	NAC	70	1	NAC	70	1	NAC
Site 3	1	E	71	66	66	67	2	NAC	67	2	NAC	67	1	NAC
Site 4	1	E	71	66	67	68	2	NAC	68	1	NAC	68	1	NAC
Site 5	1	E	71	67	68	69	1	NAC	69	1	NAC	69	1	NAC
Site 6	1	E	71	69	69	70	1	NAC	70	1	NAC	70	2	NAC
Site 7	1	E	71	65	65	67	2	NAC	66	1	NAC	67	2	NAC
Site 8	1	B/C	66	62	62	63	1	None	63	1	None	63	1	None
Site 9	1	B/C	66	61	61	62	1	None	62	1	None	62	1	None
Site 10	1	B/C	66	60	60	61	1	None	61	1	None	61	1	None
Site 11	1	B/C	66	60	60	61	1	None	61	1	None	61	1	None
Site 12	1	B/C	66	71	71	72	1	NAC	73	2	NAC	72	1	NAC
Site 13	1	E	71	70	70	71	1	NAC	72	2	NAC	71	1	NAC
Site 14	1	E	71	62	62	65	3	None	63	1	None	65	3	None
Site 15	1	E	71	66	66	68	2	NAC	67	1	NAC	69	3	NAC
Site 16	1	E	71	70	70	70	0	NAC	69	-1	NAC	68	-2	NAC
Site 17	1	E	71	70	70	70	1	NAC	69	0	NAC	70	1	NAC
Site 18	1	B/C	66	58	59	60	1	None	58	0	None	60	2	None
Site 19	1	B/C	66	58	58	59	1	None	58	0	None	60	2	None
Site 20	1	E	71	69	70	70	1	NAC	71	1	NAC	71	2	NAC
Site 21	1	B/C	66	65	66	67	2	NAC	66	1	NAC	69	3	NAC
Site 22	1	E	71	62	63	65	3	None	63	1	None	65	3	None
Site 23	1	B/C	66	59	59	60	2	None	59	0	None	60	2	None
Site 24	1	B/C	66	59	59	60	1	None	58	0	None	60	2	None

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 25	1	E	71	65	65	66	2	NAC	66	1	NAC	68	4	NAC
Site 26	1	B/C	66	56	57	58	2	None	56	0	None	58	1	None
Site 27	1	B/C	66	54	55	56	2	None	55	1	None	56	1	None
Site 28	1	B/C	66	65	66	66	1	NAC	66	1	NAC	69	4	NAC
Site 29	1	B/C	66	63	63	64	2	None	63	1	None	65	3	None
Site 30	1	B/C	66	56	57	58	1	None	57	0	None	58	1	None
Site 31	1	B/C	66	62	63	64	2	None	63	1	None	65	3	None
Site 32	1	B/C	66	54	54	56	2	None	54	1	None	55	1	None
Site 33	1	B/C	66	64	65	66	1	NAC	66	1	NAC	68	3	NAC
Site 34	2	B/C	66	68	69	69	0	NAC	70	2	NAC	69	1	NAC
Site 35	2	B/C	66	69	70	70	0	NAC	71	2	NAC	70	1	NAC
Site 36	2	B/C	66	70	70	70	0	NAC	71	1	NAC	70	1	NAC
Site 37	1	B/C	66	69	70	70	0	NAC	71	2	NAC	70	1	NAC
Site 38	2	B/C	66	58	59	60	1	None	58	0	None	61	2	None
Site 39	2	B/C	66	55	55	57	2	None	56	1	None	57	2	None
Site 40	2	B/C	66	70	70	70	0	NAC	70	1	NAC	70	0	NAC
Site 41	2	B/C	66	69	69	69	1	NAC	70	2	NAC	70	1	NAC
Site 42	2	B/C	66	69	70	70	1	NAC	71	2	NAC	70	1	NAC
Site 43	1	B/C	66	64	64	66	3	NAC	65	2	None	67	4	NAC
Site 44	2	B/C	66	58	59	60	2	None	58	0	None	60	2	None
Site 45	1	B/C	66	51	52	54	3	None	53	1	None	53	2	None
Site 46	1	B/C	66	62	63	65	3	None	64	1	None	66	4	NAC
Site 47	1	B/C	66	60	61	63	3	None	61	1	None	64	4	None
Site 48	1	B/C	66	57	57	59	2	None	57	0	None	59	2	None
Site 49	1	B/C	66	55	55	58	3	None	56	1	None	56	2	None
Site 50	1	B/C	66	54	55	58	3	None	56	1	None	56	2	None
Site 51	1	B/C	66	62	62	65	3	None	63	1	None	65	4	None
Site 52	1	B/C	66	54	55	58	3	None	56	1	None	57	2	None
Site 53	1	B/C	66	64	65	66	2	NAC	66	2	NAC	69	5	NAC
Site 54	1	B/C	66	59	60	62	2	None	60	1	None	63	3	None
Site 55	1	B/C	66	57	58	59	2	None	58	1	None	60	3	None
Site 56	1	B/C	66	54	55	57	3	None	56	2	None	56	2	None
Site 57	1	B/C	66	52	53	56	3	None	54	2	None	55	2	None
Site 58	1	B/C	66	57	57	58	2	None	59	2	None	60	3	None
Site 59	1	B/C	66	55	56	58	3	None	56	1	None	57	2	None

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 60	1	B/C	66	53	54	56	3	None	56	3	None	56	3	None
Site 61	1	B/C	66	63	63	64	2	None	69	7	NAC	72	9	NAC
Site 62	1	B/C	66	56	56	58	3	None	59	3	None	59	4	None
Site 63	1	B/C	66	53	53	55	3	None	56	4	None	56	3	None
Site 64	1	B/C	66	60	60	62	3	None	65	6	None	67	7	NAC
Site 65	1	B/C	66	55	55	58	3	None	59	4	None	59	4	None
Site 66	1	B/C	66	53	53	56	3	None	57	4	None	56	4	None
Site 67	1	B/C	66	50	50	53	3	None	54	4	None	53	4	None
Site 68	1	B/C	66	62	62	62	1	None	68	7	NAC	67	6	NAC
Site 69	1	B/C	66	55	56	57	2	None	61	5	None	61	6	None
Site 70	1	B/C	66	50	50	52	3	None	54	4	None	54	4	None
Site 71	1	B/C	66	50	50	53	3	None	54	4	None	54	4	None
Site 72	1	B/C	66	48	49	51	3	None	52	4	None	52	4	None
Site 73	1	B/C	66	49	49	51	3	None	53	4	None	53	4	None
Site 74	1	B/C	66	51	51	53	2	None	55	4	None	55	4	None
Site 75	1	B/C	66	53	53	55	2	None	57	4	None	57	5	None
Site 76	1	B/C	66	54	55	56	2	None	59	5	None	60	6	None
Site 77	1	B/C	66	57	57	58	2	None	62	5	None	63	6	None
Site 78	1	B/C	66	60	60	61	1	None	65	6	None	67	8	NAC
Site 79	1	B/C	66	49	50	51	2	None	54	5	None	53	4	None
Site 80	1	B/C	66	57	58	59	1	None	64	7	None	66	8	NAC
Site 81	1	B/C	66	60	61	61	0	None	69	9	NAC	72	12	NAC
Site 82	1	B/C	66	61	61	60	-1	None	67	7	NAC	67	7	NAC
Site 83	1	B/C	66	60	61	61	1	None	66	6	NAC	70	10	NAC
Site 84	1	B/C	66	46	47	49	3	None	49	3	None	50	4	None
Site 85	1	B/C	66	62	63	67	5	NAC	67	5	NAC	70	8	NAC
Site 86	1	B/C	66	53	54	57	4	None	56	3	None	57	4	None
Site 87	1	B/C	66	51	52	55	4	None	54	3	None	55	4	None
Site 88	1	B/C	66	49	49	52	3	None	52	3	None	52	4	None
Site 89	1	B/C	66	47	48	50	3	None	50	3	None	51	4	None
Site 90	1	B/C	66	49	50	53	3	None	53	3	None	53	3	None
Site 91	1	B/C	66	54	55	58	4	None	57	3	None	59	5	None
Site 92	1	B/C	66	59	59	65	6	None	64	5	None	66	7	NAC
Site 93	1	B/C	66	60	60	65	6	None	65	5	None	66	7	NAC
Site 94	1	B/C	66	58	59	66	8	NAC	66	7	NAC	67	9	NAC

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 95	1	B/C	66	58	58	64	6	None	63	6	None	66	8	NAC
Site 96	1	B/C	66	54	55	59	5	None	58	4	None	60	6	None
Site 97	1	B/C	66	46	47	49	3	None	49	3	None	50	4	None
Site 98	1	B/C	66	46	47	50	3	None	49	3	None	50	4	None
Site 99	1	B/C	66	51	52	55	4	None	55	4	None	56	5	None
Site 100	1	B/C	66	59	60	66	7	NAC	66	7	NAC	67	8	NAC
Site 101	1	B/C	66	61	62	69	8	NAC	69	8	NAC	69	9	NAC
Site 102	1	B/C	66	61	62	64	2	None	64	2	None	64	2	None
Site 103	1	B/C	66	61	62	65	4	None	65	4	None	65	4	None
Site 104	1	E	71	56	58	58	1	None	58	1	None	58	1	None
Site 105	1	B/C	66	61	65	65	4	None	65	4	None	65	4	None
Site 106	1	B/C	66	58	59	59	2	None	59	1	None	60	3	None
Jamestown 50' from Existing ROW	1	B/C	66	64	64	66	2	NAC	65	2	None	66	3	NAC
Jamestown 100' from Existing ROW	1	B/C	66	61	61	63	2	None	62	1	None	64	3	None
Jamestown 150' from Existing ROW	1	B/C	66	57	58	59	2	None	59	1	None	60	3	None
Jamestown 200' from Existing ROW	1	B/C	66	56	57	58	2	None	57	1	None	58	2	None
Jamestown 250' from Existing ROW	1	B/C	66	55	56	56	1	None	56	1	None	57	2	None
Site 107	1	E	71	60	60	63	3	None	63	3	None	63	3	None
Site 108	1	E	71	58	59	61	2	None	60	2	None	61	3	None
Site 109	1	E	71	60	60	62	2	None	63	3	None	63	3	None
Jamestown Commercial1 50' from Existing ROW	1	E	71	63	63	65	3	None	65	2	None	65	2	None
Jamestown Commercial1 100' from Existing ROW	1	E	71	59	60	61	2	None	61	2	None	62	2	None
Jamestown Commercial1 150' from Existing ROW	1	E	71	58	58	59	1	None	59	1	None	59	1	None
Jamestown Commercial1 200' from Existing ROW	1	E	71	56	57	58	1	None	57	1	None	57	1	None
Jamestown Commercial1 250' from Existing ROW	1	E	71	55	55	56	2	None	56	2	None	56	1	None
Site 110	1	E	71	59	59	61	2	None	59	0	None	60	1	None
Site 111	1	B/C	66	56	56	58	3	None	57	1	None	57	1	None
Site 112	1	B/C	66	54	55	56	2	None	56	2	None	55	1	None

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 113	1	E	71	61	61	65	5	None	62	2	None	64	3	None
Site 114	1	E	71	59	60	62	3	None	59	0	None	61	2	None
Site 115	1	E	71	65	65	69	5	NAC	67	3	NAC	68	3	NAC
Site 116	1	E	71	66	66	71	5	NAC	69	3	NAC	69	3	NAC
Site 117	1	E	71	65	66	70	5	NAC	68	3	NAC	68	3	NAC
Site 118	1	E	71	63	64	68	5	NAC	65	2	None	67	3	NAC
Site 119	1	E	71	60	61	65	5	None	62	2	None	64	4	None
Site 120	1	B/C	66	59	60	63	4	None	60	1	None	62	3	None
Site 121	4	B/C	66	64	64	68	5	NAC	66	2	NAC	67	4	NAC
Site 122	4	B/C	66	59	60	63	4	None	60	1	None	63	3	None
Site 123	2	B/C	66	65	65	69	4	NAC	67	3	NAC	69	4	NAC
Site 124	2	B/C	66	60	60	63	4	None	61	1	None	63	3	None
Site 125	2	B/C	66	64	65	68	4	NAC	66	1	NAC	67	3	NAC
Site 126	2	B/C	66	60	61	63	3	None	60	0	None	62	2	None
Site 127	2	B/C	66	64	64	67	3	NAC	65	1	None	66	2	NAC
Site 128	2	B/C	66	59	59	60	2	None	58	-1	None	60	1	None
Site 129	2	B/C	66	56	56	58	3	None	56	1	None	57	1	None
Site 130	2	B/C	66	58	59	61	2	None	58	0	None	60	2	None
Site 131	1	E	71	62	62	65	3	None	62	1	None	64	3	None
Site 132	1	E	71	65	66	68	2	NAC	67	1	NAC	67	2	NAC
Site 133	1	E	71	65	66	68	3	NAC	66	1	NAC	67	2	NAC
Site 134	1	E	71	63	63	66	3	NAC	64	1	None	64	2	None
Site 135	1	E	71	64	64	66	2	NAC	64	0	None	65	1	None
Site 136	1	B/C	66	59	59	60	2	None	58	0	None	59	0	None
Site 137	1	B/C	66	58	59	60	2	None	58	0	None	59	1	None
Site 138	1	B/C	66	60	60	62	2	None	60	0	None	61	1	None
Site 139	1	B/C	66	59	59	61	2	None	59	1	None	59	1	None
Site 140	1	B/C	66	57	58	59	2	None	58	1	None	58	1	None
Site 141	1	B/C	66	59	59	61	2	None	60	1	None	60	1	None
Site 142	1	E	71	68	69	69	1	NAC	70	2	NAC	69	1	NAC
Site 143	1	E	71	67	67	68	1	NAC	68	1	NAC	68	1	NAC
Site 144	1	E	71	70	70	71	1	NAC	71	1	NAC	70	1	NAC
Site 145	1	E	71	69	69	70	1	NAC	70	1	NAC	70	1	NAC
Site 146	1	E	71	68	68	69	1	NAC	69	1	NAC	69	1	NAC
Site 147	1	E	71	62	63	64	2	None	64	1	None	64	1	None

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 148	1	E	71	68	68	69	1	NAC	69	1	NAC	69	1	NAC
Site 149	0	E	71	60	59	65	5	None	65	5	None	65	5	None
Site 150	2	B/C	66	53	52	56	2	None	55	2	None	55	2	None
Site 151	2	B/C	66	54	53	57	3	None	56	2	None	56	2	None
Site 152	2	B/C	66	55	53	57	3	None	57	2	None	57	2	None
Site 153	1	B/C	66	54	53	57	3	None	56	3	None	56	3	None
Site 154	1	B/C	66	50	49	56	6	None	56	6	None	56	6	None
Site 155	1	B/C	66	51	50	57	6	None	57	6	None	57	6	None
Site 156	1	B/C	66	49	48	54	5	None	54	5	None	54	5	None
Site 157	2	B/C	66	54	53	59	5	None	59	5	None	59	5	None
Site 158	1	B/C	66	56	55	61	5	None	61	5	None	61	5	None
Site 159	1	B/C	66	51	50	55	4	None	55	4	None	55	4	None
Site 160	1	B/C	66	59	58	64	5	None	64	5	None	64	5	None
Site 161	1	B/C	66	61	60	65	4	None	65	4	None	65	4	None
Site 162	1	B/C	66	66	65	68	1	NAC	68	1	NAC	68	1	NAC
Site 163	2	B/C	66	57	56	61	4	None	61	4	None	61	4	None
Site 164	2	B/C	66	53	52	57	4	None	57	4	None	57	4	None
Site 165	1	B/C	66	68	67	68	0	NAC	68	0	NAC	68	0	NAC
Site 166	1	B/C	66	69	68	69	-1	NAC	69	0	NAC	69	0	NAC
Site 167	2	B/C	66	55	54	60	5	None	60	5	None	60	5	None
Site 168	2	B/C	66	51	50	56	5	None	56	5	None	56	5	None
Site 169	1	B/C	66	51	50	58	7	None	58	7	None	58	7	None
Site 170	1	B/C	66	64	65	68	3	NAC	68	4	NAC	66	2	NAC
Site 171	2	B/C	66	65	66	68	3	NAC	68	3	NAC	67	2	NAC
Site 172	2	B/C	66	64	65	67	3	NAC	67	3	NAC	67	2	NAC
Site 173	2	B/C	66	64	64	66	2	NAC	65	2	None	66	3	NAC
Site 174	2	B/C	66	65	65	66	2	NAC	66	2	NAC	67	2	NAC
Site 175	2	B/C	66	66	66	67	1	NAC	68	2	NAC	68	3	NAC
Site 176	1	B/C	66	66	66	67	1	NAC	67	2	NAC	69	3	NAC
Site 177	1	B/C	66	58	59	61	3	None	60	1	None	60	2	None
Site 178	4	B/C	66	56	56	57	2	None	57	1	None	58	2	None
Site 179	4	B/C	66	57	57	58	2	None	57	1	None	58	2	None
Site 180	4	B/C	66	57	57	58	1	None	57	1	None	58	2	None
Site 181	4	B/C	66	56	57	57	1	None	57	1	None	58	2	None
Site 182	6	B/C	66	57	57	58	1	None	58	1	None	59	2	None

Receiver Name	No. of Dwelling Units	Category	Impact Criteria (dBA)	Predicted Noise Level (Leq, dBA)										
				Existing 2015	Future No Build 2035	Future Build 2035 - Alt 1A	Delta - Alt 1A	Impact Type - Alt 1A	Future Build 2035 - Alt 2B	Delta - Alt 2B	Impact Type - Alt 2B	Future Build 2035 - Alt 3	Delta - Alt 3	Impact Type - Alt 3
Site 183	4	B/C	66	53	54	55	2	None	54	2	None	55	2	None
Site 184	4	B/C	66	52	53	54	2	None	54	2	None	54	2	None
Site 185	4	B/C	66	53	54	55	2	None	55	2	None	55	2	None